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Hongkong Daily Press.

ESTABLISHED 1867

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[a1351]

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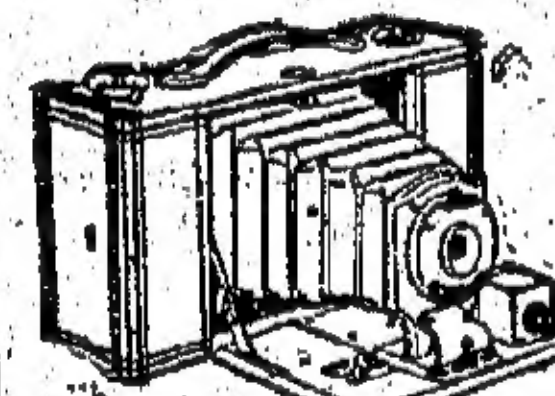


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The Daily Press.

HONGKONG, DECEMBER 13TH, 1910.

For those who would wish to see a period set to the international game of "beggary-my-neighbour" in the matter of armaments not much satisfaction is to be derived from the speech which the German Chancellor has just delivered in the Reichstag. Referring to Great Britain's "repeated suggestions for a limitation of armaments" Dr. BETHMANN HOLLWEG declared that Germany had always emphasised that an open and confident exchange of views, followed by an understanding based on mutual economic and political interests, was the best means of removing distrust between the two countries. The very continuance of an exchange of views, he said, was evidence of friendly intention. That is true enough, but it is a debatable question as to whether in the circumstances this is "the best means" of removing distrust between the two countries. While Germany's Navy continues to grow, no exchange of views will serve to effectually remove distrust. As Mr. CARMICHAEL pointed out in his forcible plea for compulsory arbitration, armaments, whether personal or national, on land or on sea, so far from preserving peace, inevitably become in time one of the chief, if not the greatest of all causes of war; since they sow the deadly seeds of mutual suspicion. "Nations are only aggregations of men, and all human experience proves that men unarmed are less likely to quarrel than men armed.

Hence in civilised countries they are debarred from arming." That is a homely way of stating the case, but it reaches the kernel of the subject. The broad-minded Englishman cannot blame Germany for seeking to enhance her prestige, her diplomatic influence and her power to protect her trade, in the generally accepted way of doing these things, but in proportion as other nations increase their armaments so must Great Britain if she is to maintain the prestige, the diplomatic influence and the power to protect her trade as of old. There is no finality about the cost of theft. Two years ago Great Britain was spending on her army and navy in round numbers £70,000,000; Germany £48,000,000; and America \$86,000,000 (a third of this upon war pensions). This expenditure was before the day of Dreadnoughts, now costing over two million pounds each. Naval science is rendering warships practically obsolete before they have been in commission half a dozen years. The Dreadnought has been followed by the super-Dreadnought, and this class by the extra-super Dreadnought. Gigantic as are the sacrifices already entailed on the nations by this race of armaments, every year is making fresh demands. What is to be the upshot of it all? A London newspaper has recently had a special representative in Germany inquiring into "the causes of friction" between Germany and Great Britain, and in regard to the subject of naval armaments, the correspondent quotes "a German in a position of some authority" as saying: "No understanding in naval armaments is possible under present conditions. Each nation must exercise the fullest freedom in the exercise of its naval policy. Why should we weaken our second great weapon of defence if we are to be opposed in all parts of the world where we seek new spheres for our commerce? No question of the limitation of armaments could be considered unless it is accompanied with a readiness to come to a political understanding." If this represents the true inwardness of the movement in Germany, the first step towards an agreement is obviously to ascertain what precisely is meant by the phrase "if we are to be opposed in all parts of the world where we seek new spheres for our commerce." Who "the German in a position of authority" is the article does not disclose, but if his statement represents the Government view of the question, a frank exchange of views on the subject ought to pave the way for such a limitation of armaments as will afford all nations relief from financial burdens which are fast becoming provocative of war.

The Frochlow annual race meeting, which lasts three days, commenced yesterday.

The weekly concert at the Seaman's Institute last night was arranged by Mr. and Mrs. J. H. N. Mody and proved as successful as its predecessors.

Twenty deportees from Singapore were landed here yesterday from the s.s. *Hongnook* and were taken in charge by the local police, who are arranging for their return to their native places.

The Committees of the Kulangan (Amoy) Municipal Council are re-formed as follows: Finance, Messrs. Pike and Taidzinabars; Works, Messrs. Thomas and Wilson; Works, Messrs. Kruse and Lee.

A tragic ending to a feast is reported from Kowloon City. Two men were celebrating on Sunday night, and as the liquor was drunk in copious draughts its effect was soon apparent. The two men picked up chopsticks and attacked each other so vigorously that they are now in hospital suffering from serious injuries.

Return of visitors to the City Hall Library and Museum for the week ending the 11th December shows that of non-Chinese there were 426 to the Library and 243 to the Museum, and of Chinese 162 to the former and 2,834 to the latter. The Library was, therefore, used by 588 persons and the Museum by 3,077.

Five cases of communicable disease were reported in the Colony last week, viz., one Spanish suffering from diphtheria; one British and one American case of enteric fever (both imported); and two cases of small-pox—one Chinese and the other Italian. The latter was an imported case.

The new Portuguese standard was unfurled at Macao by the Acting Governor on Sunday in the presence of the troops and many civilians assembled at Tapacao. There were no speeches, and when the Governor called for three cheers for the flag, the civilian element left it to the military to give them.

The advent of China New Year is heralded by the usual number of larcenies, and it behoves householders to take precautions. From the Soldiers' and Sailors' Home \$335 was stolen, and suspicion falls on one or other of the dismissed servants. At a shop, 185, Queen's Road West, thieves have stolen goods and money to the value of \$321. Other burglaries and larcenies are reported.

Another demonstration of the power of the almighty dollar was witnessed at the Magistrate's court yesterday when an American sailor was charged with assaulting a richa coolie and refusing to pay him. He alleged that he had lost \$25 and blamed the coolie for having stolen it, or at any rate being a party to the theft. The complainant's story was not very clear, but matters were finally compromised by the defendant offering to give the coolie a dollar on his withdrawing the charge, a course which was agreed to.

Two highway robberies in the city were reported yesterday. One took place in Aberdeen Street, where three men followed a girl as she was returning to her home. They caught her on the staircase, and while one held her the other two snatched her gold-mounted watch bangles and made off. The other robbery took place in Square Street, where a tailor's messenger was attacked by three men who threw pepper in his eyes and knocked him down, making off with the parcel of clothing which he was carrying.

We mentioned a few days ago on the authority of some of the Shanghai papers that Dr. Pratt, of Messrs. Keylock & Pratt, had met with an accident while riding. The report was incorrect, for we find the *N.C. Daily News* has the following: "A correspondent writes to say that in several local papers an announcement has appeared to the effect that Dr. Pratt, of Messrs. Keylock & Pratt, was thrown from his horse last Saturday and carried to the General Hospital, unconscious. He states that a Mr. H. G. W. Pratt, of the Asiatic Petroleum Co., was carried to the General Hospital, that he was not at any time unconscious, and that he was thrown not from a horse, but from a humorous-minded China pony, determined on trying conclusions with a telegraph post. Mr. Pratt is, we are glad to learn, progressing satisfactorily."

"An Exile" writes to us on the subject of the return to Hongkong of batches of Indian coolie emigrants who are denied admission into the United States, the burden of his complaint being that "no one cares a straw" what becomes of them. We know from a previous inquiry into the subject that several of the suggestions contained in the letter are entirely unwarranted by the facts, and for that reason we do not give it publicity. Every Indian emigrant who leaves Hongkong is made acquainted with the regulations in force on the other side of the Pacific, and the shipping companies in their own interests require every Indian emigrant to undergo medical inspection before embarkation and decline to carry those who fail to pass the doctor. In spite of these precautions a certain percentage fail to pass the tests on the other side and have to be brought back. It is nonsense to say "nobody cares a straw." It is to the interest of all concerned to see if possible that all who cross the Pacific are certain to pass the tests imposed, and we believe, that at the present time some plans are under consideration to more effectually ensure that none shall embark from India who are likely to be rejected at San Francisco as "unfit."

The recent Mixed Court deadlock at Shanghai between Magistrate Pao and Mr. F. W. Hadley, American Assessor, had its sequel at the Mixed Court last week, when proceedings were taken in connection with the publication in the Chinese Press, viz., the *Kwong Jee-pay*, of a contemptuous article and a disgusting and indecent cartoon having reference to the American Assessor's "desire for satisfaction." Tsang Wah Chun, described as chief manager of the *Universal Gazette*, No. 7, Shantung Road, was summoned before the Court on a Mixed Court warrant for printing and publishing a certain contemptuous article and a certain insulting cartoon of and against the complainant, F. W. Hadley, U. S. Mixed Court Assessor. The case was heard by Mr. Sui, Assistant Magistrate, and Mr. F. W. Hadley, Mr. Montague Harris appeared for the defence. Mr. Harris said he understood that the offence was to be taken as a contempt of court, if, however, it was taken as a slander of officials, according to English law it would not be correct for Mr. Hadley to sit. Mr. Hadley said that before Mr. Harris adduced arguments he wished to ask the defendant certain questions. A number of questions were asked, in course of which defendant admitted that he was appointed manager by the ex-Tao-tai, but he denied that Chu Pao-san had a share in the paper. Witness could not explain why the Secretary of the Chamber of Commerce went to see Mr. Hadley and stated to him that Chu Pao-san had a share in it. The hearing was adjourned.

MR. GERSHON STEWART'S RE-ELECTION.

BY A LARGELY INCREASED MAJORITY.

The Hon. Mr. Murray Stewart has received a telegram giving the result of the polling for the Wirral division of Cheshire which constituency his brother, Mr. Gershon Stewart, again stood as the candidate in the Unionist interest. His opponent on this occasion was a Mr. Ashton. The result of the poll was:—

Mr. GERSHON STEWART . . . 10,043
Mr. ASHTON 7,727

Majority 2,316

Mr. Stewart has increased his majority by 869, the result of the previous polling being:—

Mr. Gershon Stewart (U) . . . 10,309
Mr. Peter E. Jones (L) 8,862

Majority 1,447

It will be noticed that 1401 fewer votes were cast than at the previous election, four-fifths of the abstentions being Liberal.

SUPREME COURT.

Monday, December 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE OF THE PEACE).

CLAIM FOR MEALS SUPPLIED.

The hearing of the action was continued in which the Tsui Nam Lan firm sued Wai Yeuk Chuen to recover \$34.35 for meals supplied. Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the plaintiffs, and defendant was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon).

Mr. Wilson called his last witness, and while he was giving evidence his Lordship asked if the plaintiffs had not been able to get hold of another man previously mentioned.

Mr. Wilson—No, the bailiff has been trying to get hold of him, but without success.

Mr. Stevenson—I saw him in Hongkong recently.

His Lordship—Will you order one of your clerks to point him out? What is he?

Mr. Stevenson—The manager of the Kwong Tung Hotel.

His Lordship—Mr. Stevenson has seen him several times.

Mr. Wilson—He does not run away from my friend like he does from us. I should be glad to see him here. It is rather curious that he was not here before if he is going to help the defendant.

His Lordship—Mr. Stevenson's clerk will point him out.

Mr. Stevenson—At the plaintiffs' expense.

His Lordship—That is only ten cents. Mr. Stevenson, as an officer of the Court, has undertaken that his clerk will go down and point him out.

Mr. Wilson—That is very satisfactory.

His Lordship—A manager must be present at the hotel on account of his licence.

The Court Interpreter informed the Court that the hotel was being wound up.

Mr. Wilson said it had been wound up.

His Lordship—Then it is more necessary that he should be there. We will let this witness stand down until his arrival, and in the meantime Mr. Stevenson can open his case.

Mr. Stevenson submitted that his friend had shown no case, he had not proved that he was entitled to this book debt.

His Lordship—There is a case, to go to the jury.

Mr. Stevenson—I am going to show your Lordship there is not.

His Lordship—Not with an admission of liability?

Mr. Stevenson submitted that even supposing there was an admission of liability by the defendant, that would not entitle the plaintiff to succeed in this action. The plaintiff was claiming as assignee of a chose in action at Common Law.

In order to satisfy the Court that he was entitled to sue he had first to show that the debt had been assigned to him.

The hearing was adjourned.

MARINE MAGISTRATE'S COURT.

Monday, December 12th.

BEFORE COMMANDER BASIL TAYLOR, R. N. (MARINE MAGISTRATE).

MAKING FAST UNLAWFULLY.

Capitan Lewington, of the river steamer *Chan Po*, proceeded against the owner of licensed cargo boat No. 332, for unlawfully making fast to complainant's steamer while it was under way.

Complainant stated that on the night of the 29th ult., when about forty yards from the wharf, and with just sufficient way on to reach the wharf comfortably, half a dozen cargo boats looked on to his ship, and in consequence the vessel would not answer her helm. He had to go astern full speed to avoid colliding with another boat ahead, and struck the wharf with his bows. He sent the wharfinger to get the numbers of the cargo boats, but all got away except defendant.

Defendant said he did not make fast to the ship, but to another cargo boat which was fast to the ship.

His Worship imposed a fine of \$40, the alternative being two months' imprisonment with hard labour.

CONCEALING VESSEL'S NUMBER.

The owner of licensed passenger boat No. 291 was proceeded against by Pilot P. Goong, of the s.s. *Masham*, for making fast to the steamer while under way, and for concealing the number of her boat.

Defendant admitted the first charge, but denied the second, stating that one of his folk must have covered the number.

His Worship imposed a fine of \$10 on each count, the alternative being five weeks' imprisonment.

THE SHANGHAI CHINESE AGITATION FOR CHEAPER RENTS.

The crusade on the part of the Chinese for cheaper rents in the Settlement goes on apace, says the *Mercury*, and seems likely within a very short time to reach considerable dimensions. On Monday last the Mixed Court decided that the men who were used would have to pay the full rent under the terms of their lease, and immediately after a crowd of sympathisers proceeded to the Chinese Chamber of Commerce in Elgin Road, there to ventilate their grievance.

On the way thither hundreds gathered in their train, so that by the time the Chamber of Commerce was reached there was a gathering of about a thousand. Arrived here they clamoured for the Chairman, but were unable to obtain audience of him, but shortly afterwards Mr. Kwai, representing the Tao-tai, arrived, and addressing them said that the Senior Consul would be communicated with. Hereafter the crowd dispersed, but it was understood that a number of meetings were to be held on Tuesday in connection with the cheaper rent movement.

ABERDEEN STREET BUILDING COLLAPSE.

INQUIRY AT THE MAGISTRACY.

The inquiry into the cause of death of the six Chinese who were killed in the collapse which occurred at Nos. 13, 15, and 17, Aberdeen Street on the 26th November was continued before Mr. E. R. Hallifax, sitting as coroner, and a jury, at the Magistracy yesterday afternoon.

The owner of No. 17, Aberdeen Street stated that he had been in possession of the house for about twelve years and had kept it in good repair.

The rent collector who had collected the rents of the house in question for four years said he looked after the repairs on behalf of the owner, but did not do any heavy repairs. So far as he knew the house was in good condition—no white ants and no cracks in the party wall. He visited the house on November 26th. There were no heavy goods in the house. On the 28th November he did not notice that the adjoining house was being rebuilt, but he knew the work was in hand. He received no notice from the Government with regard to No. 17.

Another rent collector who had collected rents at Aberdeen Street said it was his business to look after small repairs on the premises. In September last he received notice as to certain repairs being required and he consulted with the owner of No. 15. They agreed to employ an architect with a view to having the retaining wall taken down and rebuilt. Mr. Rose prepared a plan, which was approved by the Director of Public Works. The party wall had stood all right up till now. He had seen the party wall between Nos. 15 and 17 a few hours before it fell and could give no reason for its collapse.

By the Court—On the day of the collapse none of the shoring was resting against the party wall between Nos. 15 and 17.

The managing partner of the Wai Lee firm of contractors, who had rebuilt party walls on several occasions, said he had undertaken the contract to rebuild the party wall between Nos. 13 and 15, Aberdeen Street. When he commenced the work there was some shoring, but he added some more. The party wall was intact then. The shoring was carried through the floors of the building right up to the fourth story, but none of it touched the party wall between Nos. 15 and 17. This work was seen by Mr. Rose and by a P.W.D. inspector, but none of them raised any objection. He was to be paid \$1,480 for the work, and out of that he was to pay \$70 to another firm who had opened the floors for the shoring. For that \$1,410 he was to pull down the party wall and rebuild it. He had to do certain other work besides. At the time of the collapse he was near No. 13. He was very frightened and ran off. He had no idea as to the cause of the collapse, and never before the accident happened did he have any suspicion that the wall was likely to fall. He did not examine it. He had seen it after the collapse and would say it was not a good wall. Nos. 13, 15 and 17 looked as if they had been built at the same time. The material and class of work in all three were similar.

The managing partner of the Tai Hop firm carrying on business as scaffolding contractors said he was engaged to put up shoring at Nos. 13 and 15, placing supports to keep up the floors on each side of the party wall. He could give no explanation as to the reason of the wall between Nos. 15 and 17 falling down.

L. A. Rose, architect, spoke to having been consulted in October last with reference to the party wall between Nos. 13 and 15, Aberdeen Street which had to be taken down. He prepared a plan, which was approved by the Building Authority. It showed the reconstruction of the party wall and the cross wall of No. 15. A contract was signed and the work commenced. He visited the work two or three times a week up till the morning of the collapse. Witness heard nothing of his plan having been withdrawn, but he received a notice that if the front wall were taken down that would come under reconstruction. The owner did not agree to this. When the contract was signed he examined the place and ordered additional uprights to be placed, and before the wall was pulled down the shoring was proper. Trenches had been dug for a foundation for the new wall, and from his experience he had no hesitation in saying that the digging of the trenches did not affect the shoring. Neither did the building of the wall affect the shoring. He did not know that the owner had withdrawn the work from him. He went on with the work still acting for the owner. He was not aware that the owner had written to the Building Authority saying he wished to withdraw the plan. The reconstruction of the wall did not render the building unsafe. To shore the wall between Nos. 15 and 17 would have involved ripping up the whole of the floor. The price paid would give very little profit to the contractor. It was a reasonable sum for that class of work. The work could not have been scamped, as the agent of No. 15 was present every day. He examined the party wall between Nos. 15 and 17, and saw no reason to suppose that he was doing at No. 13 would cause that wall to fall. When the collapse took place he was surprised. He was at No. 15 that morning and had no suspicion that it would fall. After the collapse he saw the wall and would describe it as a badly built wall. It seemed hollow in the centre. It was not as bad as the worst he had seen in Hongkong. The bricks, ordinary Chinese blue bricks, seemed loose and the lime used was shell lime. He did not think the alterations at No. 13 caused the wall to fall. The shoring never moved. The party wall between Nos. 15 and 17 would, in his opinion, have fallen in any case, as the joints were rotten and the wall was badly built. After the accident the shores at No. 15 were in the same position practically as before. The accident may have been caused by the joints or the roof poles giving away, as the woodwork seemed to be rotten. He could not account for the wall falling and he did not attach blame to anybody.

The inquiry was adjourned.

TELEGRAMS.

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[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE IMPERIAL GERMAN TOURISTS.

BOMBAY, December 12th.

The German Crown Prince and Princess have left Ceylon, for India, enchanted by their visit.

LIMITATION OF ARMAMENTS.

A GERMAN PRONOUNCEMENT.

LONDON, December 12th.

The German Chancellor in the Reichstag referred to Great Britain's repeated suggestions for limitation of armaments, and declared that Germany had always emphasised that an open and confident exchange of views followed by an understanding based on mutual economic and political interests was the best means of removing distrust between the two countries. The very continuance of an exchange of views was evidence of friendly intention.

RUSSIA AND GERMANY.

LONDON, December 12th.

The German Chancellor described the recent interview between the Tsar and the Kaiser at Potsdam as having been most satisfactory, it having again been determined that neither Government would participate in a combination aggressively directed against each other.

THE NIPPON YUSEN KAISEI.

LAST HALF-YEAR'S WORKING.

The following is the report, together with the Statement of Accounts, for the past half-year, presented at the recent meeting of shareholders of the Nippon Yusen Kaisha.

Gentlemen,—The Directors submit to you the annual Statement of the Liabilities and Assets of the Company, and the Profit and Loss Account for the half-year ended September 30th, 1910.

The gross profits of the Company for the past half-year amount to ¥4,299,742.90 of which there has been paid:—

Depreciation of the Company's	Yen
Asset and property	442,999
Insurance Fund	592,756
Ships' Structural Repair Fund	1,950,657
Total	¥3,206,701

leaving a balance of ¥3,206,701 including ¥888,616 brought forward from the last Account.

The Directors now propose that ¥127,404 be added to the Reserve Fund, raising it to ¥2,980,860, and that ¥1,073,431 be set aside as a Reserve for the Annual Reduction of Subsidies; also that ¥59,465 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a dividend at the rate of 10 per cent. per annum, which will absorb ¥1,100,000.

The balance, ¥856,400 will be carried forward to the next Account.

REMPH KONDO, Chairman.

Head Office, Tokyo, 25th, Nov., 1910.

THE ART OF ADVERTISEMENT.

An unexpected connection between business and Egyptology was disclosed the other day, when a speaker at Olympia placed Rembrandt, II. his true light as one of the greatest advertisers of all time. To him, it would seem, we owe the practice of placing advertisements in public places where they may be seen by thousands of passers-by. It must, however, be admitted that this method is already a little antiquated. In the first place, modern life is so strenuous that the passer-by, as he hurries along, has no time to think of anything except dodging the traffic. In the second place, advertisements of this type are so numerous as to destroy one another. It is the old case of the wood and the trees. The modern advertiser, accordingly, sets himself to the business of attracting the individual. Three methods are open to him. The first, and most obvious, is the Press. Next come the handbill personally delivered. Fortunately, this is a device which has never been very successful in London. In Paris, where it flourishes, a walk down the Boulevard reveals a stream of unmitigated nuisance, to say nothing of the mess of money of the pavements. The third method is the post. As an invasion of privacy this is so successful as to be an outrage. The unfortunate householder finds circulars among his private letters, and angrily flings them into the waste paper basket. It is his only mode of protest, poor man, and it is quite ineffective. The advertiser continues to believe that his circulars, having been delivered, are duly studied; otherwise he would cease to send them. But the practice has now been carried too far. Send catalogues to regular customers by all means; but spare the general public. That is the best advice that can be offered by a harassed householder.

The practice of Shanghai-ing is not dead in Hongkong yet. The other day an immigration agent had induced two men to enter into contracts for service at Singapore, but when the men went into the boarding-house they repented their bargain and endeavoured to escape. They tied a quilt to the verandah with the intention of lowering themselves to the ground, but so great was their hurry that both men foolishly descended at the same time. Their joint weight was too much for the quilt, which gave way, and both men fell heavily to the ground. One injured his spine and the other sprained his leg. The immigration agent is now in custody.

SHIPPING NOTES.

President Taft in his recent message to Congress has urged the immediate passage of a Ship Subsidy Bill.

A correspondent writing in a Manila paper a few weeks ago, on the ship subsidy agitation described it as an agitation to insure the payment of dividends to the Steel Trust. "In my opinion," he wrote, "we will never have a merchant marine until the clause is taken out of our coastwise shipping laws, prohibiting the construction of our ships in foreign countries. The cry has always been 'protection to our own working men,' but it is only protection to the Steel Trust, nothing more. And, in consequence, the ruination of merchant marine vessels. The cry has always been, that the operation of our ships costs more than in other countries on account of the high wages we are paying, but if people would only sit down and figure out the daily expenses of a steamship, they would see that expenses of the crew are not the vital item. Of course, everything counts, but the little higher wages we pay don't amount to anything in the long run. Supposing, Mr. Editor, that you built a ship in England for the purpose of running between the West Indies and New York, for a cost of \$500,000. I see the ship pays well on its run and I want to get some of the business. I go to the Newport News Shipbuilding Company, and ask them to build me a ship of the same tonnage as yours. Well, I would have to pay close to a million dollars for the same style of ship as yours. Now, Mr. Editor, you pay, we will say, 8 percent on \$500,000, and I pay the same rate on \$1,000,000 invested. You pay insurance of \$500,000 and I pay insurance on \$1,000,000. Do you see where the extra expense comes in? If the people really wish to build their ships in the cheapest markets, let the U. S. pay a bonus to every sailing craft built by our shipbuilders, let the owners pay their fittings in the cheapest market, and let it come in duty free. But enforce a prohibitive duty on any repairs done in foreign countries."

The correspondent then discusses the question from the local point of view. "Look," he says, "at our Philippine coastwise trade, which is still in its infancy but which is flourishing and getting larger every year, because our shipowners can buy their bottoms where they please. What would happen to the Islands if the U. S. coastwise laws were enforced? Ask any one of our shipowners. One thing which has not kept pace with our shipping here is our shops and shipyards. But there was a cause for it, and, in my opinion, it has been a case of false economy. During the last twelve years, the time of occupation, there has been spent abroad in the Orient about \$12,000,000 dollars for repair work, because the work can be done cheaper there than here. Have we ever got a cent in return? Think what our labouring population and merchants have lost."

The British steamer *Suruga*, which left Manila for Shanghai on Friday, the 2nd inst., returned to port on the 7th inst. flying signals of distress. The steamer encountered a bad typhoon in the China Sea soon after leaving Manila, and owing to the fact that she had no cargo and rode high over the water, her propeller gear was badly damaged. The steamer's stern tube, the tube which encloses the shaft, became loose, and owing to the fact that under this condition water can enter the hold the accident was considered quite serious. The *Suruga* is the fourth steamer in a little over two weeks to enter Manila harbour in distress brought about by rough weather.

The Singapore *Free Press* of the 5th inst. reports that the N.D.L. steamer *Litaw* arrived from Hongkong in considerably less than four days. She left Hongkong about 1 o'clock on Wednesday afternoon and arrived about 8 a.m. the following Sunday at Singapore—a remarkably good performance that fairly entitles her gallant skipper, Capt. Wilhelm, our contemporary says, to the credit of putting up a Hongkong-Singapore record which, while it may be equalled some of these fine days, will assuredly not be so beaten, for that voyage through the turbulent China Sea usually takes 4½ to 5 days, whilst the *Litaw*, it would seem, reels off her 17 to 18 knots, keeps up top speed for days together and comes mantering into port almost a day ahead of her schedule time just as though nothing unusual were happening.

Some definite information should shortly be forthcoming with reference to the shipbuilding plans of the Canadian Pacific Railway Company. At one time it was considered probable that the Company would take the *Empress of Britain* and the *Empress of Ireland* off the Atlantic and put them into its Pacific service. Advice from Montreal are, however, to the effect that any idea of that kind has been practically abandoned. As these two fast steamers, each of them considerably over 14,000 tons, would require a certain measure of conversion in order to fit them for the longer voyage from Vancouver to the Far East, the belief now is that they will be retained on the Atlantic. At the same time, it is deemed likely that the company will build two large vessels to work with them on the Liverpool-St. Lawrence route. Montreal suggests that the speed of these new ships will not be less than twenty-one knots, and may be as high as twenty-three. The latter would be considerably higher than anything yet seen in the Canadian trade. The report in this respect seems almost too good to be true.

That the advent of ships a thousand feet long is within measurable distance admits of no doubt. The *Olympic*, the new White Star liner, carries the record to 822ft. The difference to be bridged over is, therefore, inconsiderable. In the circumstances, it is not surprising that the public is looking for the longer vessel to be announced at any moment. Gossip, in fact, credits the Cunard Company with the intention to build a 60,000-ton ship, 1,000ft. in length. For their part the Cunard Company officially deny the story, and so do the shipbuilders whom rumour associates with the project. What is beyond question is that the Cunard Company have a big ship in contemplation, and that it will in all likelihood be built on the Tyne. Its dimensions may roughly be inferred from the fact that the chairman of the Cunard Company recently stated that in his opinion the future of North Atlantic traffic rests with the combined passenger and cargo steamer of 40,000 or 50,000 tons. Whoever happens in the case of the Cunard boat, it is quite clear that the *Olympic* is shortly to be surpassed in point of length. The Hamburg-American Line is building such a ship. It was stated the other day that she is to be 940ft. long, but this figure is apparently not official. It is doubtful, indeed, whether the exact length is known on this side of the North Sea. But it is safe to say that the German vessel will be about 900ft. long—probably over rather than under. Another fact which transpires is that the Hamburg-American Line is not at the moment aspiring to build two liners. The widely-circulated rumour that, with the launch of the *Olympic*, Messrs. Harland & Wolff would put in hand in the nearest ship a mammoth ship for Herr Ballin has been disproved by events. But it does not need a brace of German ships to give a decided spice of international interest to the subject.

Rumour has recently been busy with the Norddeutscher Lloyd, currency being given in the German Press to statements to the effect that the Company would shortly be in the market for fresh capital to be applied for shipbuilding purposes. Attention has been pointedly drawn to the fact that the Norddeutscher Lloyd has ordered no new tonnage since 1906, whereas a concern of its magnitude should spend about M.20,000,000 annually in keeping the average age of its fleet. Thus, it is maintained in certain quarters, at the present moment, the Norddeutscher Lloyd must raise new capital to the extent of at least M.75,000,000. From an authoritative source the *Koelnische Zeitung* learns that all these reports and estimates are based upon incomplete knowledge. As a matter of fact, the Norddeutscher Lloyd, the journal states, has since 1905 invested a capital of about M.46,000,000 in new tonnage. The recent bad times found the Company fully engaged in strengthening its fleet, and it is only at the present period able to find full employment for its increased and modern tonnage. Other concerns—the Hamburg-American Line, for example—were able to stop the execution of their building contracts during the period of depression. Hence it need cause no surprise if they are now giving out new orders to satisfy a need which the Norddeutscher Lloyd has already supplied.

LACQUER IN JAPAN.

"Yenobura" is a vegetable oil derived from the seeds of the *Perilla* umbellifera, an annual plant, which resembles the *Perilla* pokinsensis, and urushi is the sap collected from the lacquer trees. The oil is made in the Tohigi, Saitama, Chiba, Miyagi, and Ibaraki Prefectures, which are famous for the production of seeds and oil. Sandy soil is favourable to the cultivation of the plant, and the yield is estimated at 20 bushels of seeds per acre. Statistics show that the annual production throughout Japan amounts to an average of 325,000 bushels, from which over a gallon of oil per bushel is extracted. The oil retailed at 35 cents per sho (0.4766 gallon), and is used in the manufacture of paper umbrellas, lanterns, oil papers, and artificial leather. It is also used in preparing materials for the manufacture of printer's ink, paint, varnish, and lacquer.

The lacquer trees are occasionally cut down, but the usual method is to tap them about an inch above ground. The gum which accumulates is collected with a spatula made for the purpose. Four days after the first collection of gum the trees are tapped again. This process is carried on throughout the season, July to September. The trees used are generally 15 years old. A large tree is estimated to produce 90 grams (3.17 ounces), while a small tree produces only 55 grams (1.97 ounces) of the gum. There are three different grades of gum: (1) *Boire urushi*, a superior quality of a greenish black colour, non-adhesive, and almost transparent when applied as paint; (2) *Seishime urushi*, an inferior quality, brown in colour, and, owing to its adhesive properties, used for joint work, but not for painting; (3) *hama urushi*, a medium quality, resembling both the above in colour and in adhesiveness, and purified by filtration through thin paper. Refined lacquer contains 85 per cent. solid of lacquer and 15 per cent. water and organic matter resembling rubber. The juices dry by absorbing oxygen, which it can do only when the atmosphere is damp. With the addition of a little glycerine, the drying process requires only two hours, whereas under normal conditions more than ten hours are necessary. Alcohol is used in melting the material. The gum is sold direct to the dealers in lacquer, who refine the raw material themselves. It is first passed through a filter made of cloth into a porcelain or wooden receptacle. The waste remaining in the sieve is rejected, and the gum which may still adhere to its sides is mixed with the *yenobura* and strained again into the receptacle. The resulting liquid is exposed to the air and, after being carefully stirred for a day or two, it attains a standard thickness. Heat is used to evaporate the water which may remain. Colouring matter, kneaded with *yenobura*, is added to the material while it is raw. Statistics show that lacquer is produced in the Tohigi, Aomori, Nara, Ibaraki, and Ishikawa Prefectures. The Chinese product is still imported, owing to the gradually increasing demand for the domestic market.

COMPANY MEETING.

THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LIMITED.

A statutory meeting of this Company was held yesterday at the offices of Messrs. Fradley & Co. Mr. J. A. Plummer presided, and there were present: Messrs. J. W. C. Bonnar, Wong Teze Leung, Lo Shui Hoi (consulting committee), A. Joanillo, J. F. Miller, C. J. M. Pereira, I. Rocha, J. M. S. Rosario, Tam Keang Yang, Yung Chat Yu, and F. Bevington, acting secretary.

The CHAIRMAN said:—Gentlemen,—This meeting as you are aware is only held in order to comply with the Hongkong Companies Ordinance of 1865, and there is really no actual business to transact. It is, however, usual on these occasions for the Chairman to say something with regard to the policy and future prospects of the Company, and for this reason we put the date of the meeting as late as possible in order that we might be better able to tell you what progress has been made since the Company was formed in August last. I must tell you that the capital of the Company has been fully subscribed, and that all the shares have been allotted. There are, however, a few subscribers who have not yet paid for their shares, but the Company has sufficient funds in hand for all requirements, and should the remaining shares not be taken up within the next week or two, notices will be served and the shares reallocated. As your General Managers have originally to refuse applications for about 2,000 shares, no difficulty is anticipated in placing any shares which may be outstanding. Following the lines of our prospectus, and not acting upon what we believe to be the best possible advice, your consulting committee unanimously decided upon ordering a new trawler, one which would be entirely suitable for the trade, and specially adapted for working in a hot climate, in preference to a second hand vessel. An order was accordingly placed with Messrs. Smiths Dock Co., Middleborough, about the end of August last. In deciding upon the type of vessel, gear, etc., to be ordered your committee have had the advice and assistance not only of European experts but also of the leading Japanese Company, which during the summer months works under very similar climatic conditions, and enters for a trade which is in many respects very similar to what may be anticipated here. The *Hoi Fung*, by which name it is proposed to call our vessel, we are assured will represent the latest type, and most up-to-date trawler afloat, and your committee are quite prepared to pin their faith on her efficiency. With regard to the work of construction, we regret to say that same has been considerably delayed in consequence of strikes of boiler makers and other operatives in England. Our latest mail advices, however, state that the frames are in position, and that a considerable amount of iron work was ready to erect a month ago, and from the fact that we have since paid the second instalment of purchase money, we may assume that the shell plating has since been completed. The *Hoi Fung* should have been delivered to us this month, but we now estimate that it will be the end of January before she can be handed over. Given favourable weather, and our vessel should be coming out at the best time of the year, we estimate that she will take about six or seven weeks on the voyage, and thus if all goes well we may hope to see her in Hongkong towards the end of March next. As regards the voyage out, your committee have deemed it prudent to fully insure the vessel against all risk, and although this will add somewhat to the laid down cost, we feel sure that you will approve of the course taken. I do not know that I can say more regarding the future prospects of the Company than we have already said in our prospectus, further than we see no reason why the project should not prove as great a success here as it has in Japan and other countries. I may tell you that this industry in Japan is succeeding almost beyond comprehension, and whereas it is only two and a half years ago since the first steam trawler started operating out of Nagasaki, there are to-day no less than 17 new vessels under construction in that country, and I am not quite certain, but I think, seven or eight actually at work. Our Mr. Forbes, who is now in Japan, is studying the working of the Japanese trawlers on the spot, and I only regret that he has been unable to get back in time to preside at this meeting, when he might have been able to give you further information regarding the business, as carried on there. Here we are of course very dependent upon the goodwill of the Chinese, but we have the best assurance that we shall find a ready market for our fish, and also have the support of the Fish Guilds. We cannot of course anticipate large profits on the first year's working, as it will no doubt take a little time to thoroughly organize the business and we shall no doubt have the usual difficulties of pioneers to overcome. With thorough railway communication to Canton established, however, and the general advance of the Chinese people towards Western ideas, there is no need for me to picture to you the possibilities of the future, when I hope we may have a fleet of ten or twenty trawlers working out of this port. This is all the business, gentlemen, but should anyone wish to ask any questions I shall be pleased to answer them to the best of my ability. There being no questions, the Chairman ended the meeting by thanking those present for their attendance.

Another paper has made its appearance in Shanghai, named *Lusitanian*, the *Bunday Courier*. As the name implies, it is bilingual. The Portuguese section of it is scurrilously anti-clerical and represents the worst features of Republicanism.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

November 18th.

RETURN OF THE FLOODS.

What concerns Parisians most at this present moment is not so much the political crisis—the worst of which is over, happily as the floods have returned almost as bad as last year, and caused a general panic or a *sauve qui peut*. Thanks to the elaborate precautions taken in Paris, the capital is not likely to suffer to the same extent as it did nearly twelve months ago, when the authorities were caught unawares and were temporarily baffled. Workmen are working day and night along the river banks strengthening the embankment walls, while in more remote suburban districts barricades of sand bags are being constructed as quickly as possible. Considerable damage has, however, already been done in low-lying districts such as Charenton and Bercy—the wine mart of Paris—where abandoned dwellings are surrounded by water and cellars flooded. The work of rescue has this year been admirably carried out, and there is little fear of either persons or animals perishing. The official bulletins once more put off the date of the anticipated maximum, which is now given as to-morrow (Saturday). The maximum in January last was 31 feet. Nothing so bad as this is expected, though it will not be very many feet less. So far as Parisians are concerned they need not dread an alarming situation. The same strenuous, though belated, efforts to prevent invasion are being made, as already remarked; walls are being run up at all threatened points, while the mouths of the sewers are being protected by a kind of chimney. In this way the flooding of the streets has undoubtedly been prevented at many points. Grave fears are entertained less the work of the new underground line from the Opera to Auteuil will be impeded. In some places steam-pumps which have been working night and day at Bercy in some of the store-houses have proved useless, and the work has had to be reluctantly abandoned. So intense is the excitement that immense crowds flock down daily, eye, hourly, to the river side, to watch the feverish preparations that are being made to keep out the invading waters. The return of the floods has done good in a sense, for it has given work to thousands of genuine unemployed. The gangways to the landing stages of the steamers are tilted up at an angle of nearly 50 degrees, which will give an idea of how serious things are. It is feared that the railway line from the Invalides may again be flooded; although the turgid, dirty yellow looking water is still some feet from the top of the protecting wall; in some parts of the line, the water has already got through by infiltration. At the Anseritz station on the Orleans Railway, there is water in the subways, and wooden footbridges have had to be put down. The Seine has penetrated also by infiltration into the cellars of the Prefecture de Police (the Scotland Yard of Paris) the Palais de Justice, or Law Courts, and the Central prison. The thought of winter before us is not reassuring under the circumstances. The weather of late has been extremely cold; were the Seine to only start freezing, an amelioration might take place. Such freezing would, however, make it bad for the bridges. As was the case some years ago, cakes of dynamite or other explosive would have to be thrown down on the frozen river; by so doing the ice would be broken, but the waters might then rise afresh. At Rouen an enormous quantity of merchandise is in danger of being flooded. The military authorities have prepared a number of wagons, the supply of trucks and vans not being sufficient to cope with the situation. The Minister of Public Works has been the object of numerous attacks in the Chamber on account of the floods; more under-estimated criticism was levelled at those responsible for the affairs of Paris and the Department of the Seine. As one deputy put it, the authorities calculated that the Seine was going to behave herself; she has not done so, and the result is that the new flood finds Paris only partly prepared. Who would be a member of the French Government? Not a day passes but you can reckon upon being heckled and grumbled at—often for nothing. If only Parisians were more reasonable and placed more confidence in the authorities responsible for their safety, and that of their capital, the situation would not be half so bad.

ANTI-SWEATING LEAGUE. Thanks to the noble efforts of a lady—Madame Cladie Bonnardelle—a French Anti-Sweating League has just been founded in this metropolis. The efforts of the new League will, we understand, be confined to home work, which it will endeavour finally to abolish altogether. Lectures are to be delivered throughout the country for the purpose of explaining the aims of the welcome League, which may be summarised as follows:—The securing of a minimum wage; The abolition of intermediaries; The voting of laws protecting the home-work and securing the enforcement of these laws. An exhibition of home work and a Conference for the discussion of the problems connected therewith will be organised as soon as possible.

THE NAVY. The French Navy, like that of Germany, has felt the effects of the new 13.5 gun of the British Navy, and has lost no time in expediting construction likewise—the only thing both nations could do for the present. The Minister of Marine has just made a special grant of 50,000 francs to the port of Lorient for this purpose of accelerating the completion of ships under construction there, and to enable the *Mirobeau*, of 18,000 tons, and the *Amiral Courbet*, of 23,000 tons, to be ready at the dates fixed for their completion. Night work is to be

resorted to, if necessary, while if the present grant is considered insufficient, the Maritime Prefect is to at once report what further sum is required, when it will be immediately forthcoming. France has not shown herself so business-like for many years. Great Britain has done something in the way of stirring up the cosmopolitan naval world. Vice-Admiral Dond de Lapeyrolle, the Minister of Marine, is all action; he has no time, like his predecessors for idle words.

THE PREMIER.

No sooner has M. Briand recovered himself and reconstructed his model Cabinet than people are asking how long he is likely to remain in office. For the present, at least, he has no cause to fear anything; his safety entirely depends upon his exercising the greatest amount of caution and political wisdom. There are endless pitfalls in front of him, while his numerous enemies will do their utmost to impede his progress by, as the French say, "throwing sticks in his wheels," and rendering his present delicate position—for it will be remembered that the Government last week only scored a majority of 87—absolutely untenable. In a much-quoted speech delivered just after the recent General Election, M. Briand said that the keyword of his policy was—"apaisement." The country, he held, required rest after the long excitement of the conflict with the Church. It was to carry through this scheme of general conciliation and consolidation that his Cabinet was formed. Then came the railway strike, which caused his peaceful policy to be indefinitely postponed. Before returning or taking up his policy of *apaisement* he has been compelled by the force of circumstances to deal with revolutionary Socialism. As soon as he has conquered that demon, France will be able to enjoy rest and quietness; not till then, however long the struggle may last. Those who maintain that the Premier is not yet out of the wood are quite right. He has got his new Cabinet formed all right—it is really a new Cabinet, for only six of his old colleagues have survived the storm. What is to be feared is that M. Briand may sooner or later be forced to rely more and more on really reactionary groups—precisely what M. Jaures hopes. Were such a thing to happen it would be a great misfortune for France. There are times when we cannot help ourselves, and have to drift much against our will into false positions. The lesson of recent events will not be lost; French patriots' eyes have been opened; they have seen for themselves the grave peril which menaces the State, the ruin which anarchical Socialism is determined to bring upon the country. From that ruin M. Briand saved the State by the firm vigour of his action. To omit him from office is the last wish of all honest Republicans. Let well alone, rather than court disaster.

THE PUBLIC DUTY OF A MISSIONARY.

PAPER BY SIR HAVILLAND DE SAUSMAREZ.

In the Union Church Hall, Shanghai, last week Sir Havilla de Saussmarez read a very able paper before the members of the Shanghai Missionary Society upon "The Public Duty of a Missionary." In the course of the paper Sir Havilla made special reference to that part of the missionary's public duty in so far as it touched the government or the social systems of the people in which he worked, and also how it affected the European community, the members of which exercised their calling in the country to which he was sent. After speaking of a criticism which was sometimes passed upon missionaries that people of little education and less experience came out into new circumstances, he said it followed that the public life of a mission, that was a number of individuals who were missionaries, would be of the most use to the larger society in which it worked if it endeavoured that each of its members should be directed along the line in which they could do most good, and if misdirected zeal among the less well-balanced members were curbed. The success of medical missions and the increase of industrial missions proved that the duty of the missionary, as transplanted as well as to the soil, it was the relations of the country, the governing body, and the social order of the people among whom he worked, it was material to point out that as there were differences in the methods and the religious ideals and the advancement of the civilisation of the people, so there were differences in the capacity and goodwill of the rulers. In all cases there was a duty to the body, however imperfect its ideals or its methods, on which the stability of the social order depended. While it existed it was entitled to the obedience of the foreigner who worked within its dominions. Should the ideals of the people change so that they demanded and secured a better government, that was for them. It was not for the stranger within their gates; he must remember that the Government's duty was to all its citizens, and that a religious rebellion or outbreak was one that was of the most dangerous and difficult kinds to deal with. The missionary must not forget that the first duty of human government and he might add Christian government was to ensure the greatest happiness of its subjects to maintain peace within its borders. In conclusion, Sir Havilla mentioned the relations of the missionary to the other Europeans in the land where his labours lay. Between those and the people of the country he might soften the intercourse, and he might smooth away antagonisms. He made a plea for more intercourse between missionaries and the other Europeans, saying that what was wanted was co-operation of all to whom good government based on Christian principles was an aim, and as it seemed to him, they would more readily attain to the triumph of Christianity in the lives, in the homes, and in the state of those nations to whom they preached the gospel of goodwill. (Applause.)

A brief discussion followed, and Sir Havilla was warmly thanked for his paper.—*Shanghai Times*.

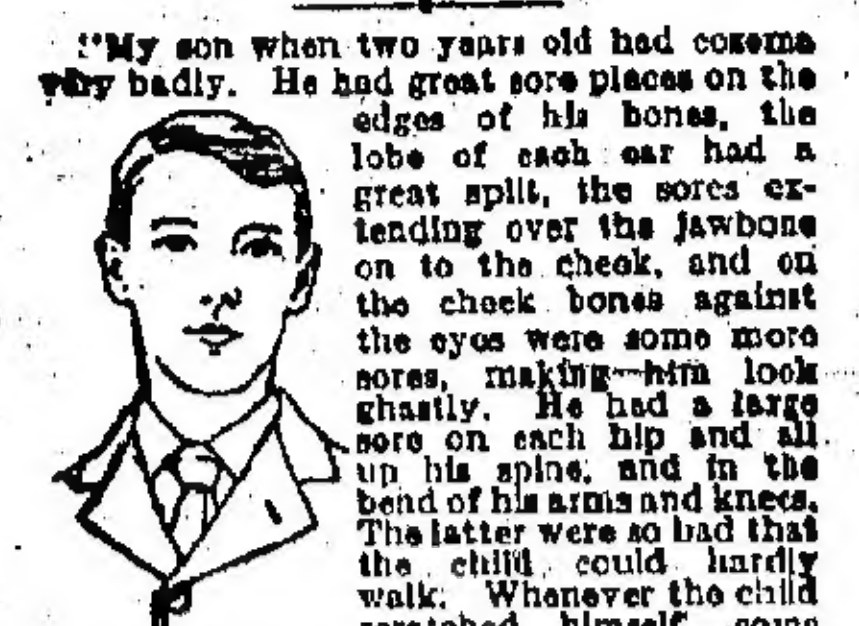
"CHINA'S SORROW."

The burst in the Yellow River's banks, writes a correspondent from Shantung, has happily not been serious and the people are not called on to suffer the intolerable miseries usually connected with these occurrences, but so imminent was the risk that many had carts, animals and barrows packed with their goods and ready for instant flight. From all one can gather from those whose business it is to know, the mighty river is slowly preparing for a tiger spring, which may alter the whole course of the river making a new mouth or mouths in the neighbourhood of Tientsin.

TORTURED DAY AND NIGHT BY ITCHING

And Burning, Sore Places on Baby's Cheeks, Hips, Spine and in Bend of Arms and Knees. Could Hardly Walk. Was Ill for Want of Rest.

Got Cuticura Remedies and Now has Not the Least Sign of Eczema.



"My son when two years old had eczema very badly. He had great sore places on the edges of his bones, the lobe of each ear had a great split, the sores extending over the jawbone on to the cheek, and on the cheek bones against the eyes were some more sores, making him look ghastly. He had a large sore on each hip and all up his spine, and in the bend of his arms and knees. The doctor was so bad that the child could hardly walk. Whenever the child scratched himself, some watery matter would come from the places like great drops of perspiration. He was tortured day and night with the awful burning and itching sensations. I had tried several remedies, and then I went to the doctor but the stuff I had from him made not the slightest impression. The child was getting quite ill for the want of proper rest. I gave up going to the doctor, as a friend, a nurse, gave me some Cuticura Ointment to try and see if it would relieve my boy. I used it for a week, and by that time the places were looking decidedly less angry, and were not nearly so irritable. I got some Cuticura Ointment and Soap, and persevered with them. He was in such a state I could not make a tin of Ointment last ten days. I used to smear the places over with ointment every day. The eczema kept coming back, but as soon as I showed I used Cuticura Ointment. The boy is now thirteen, and not the least sign of eczema." (Signed) Mrs. A. Oliver, The Gardens, Epsom House, Epsom, near Ashford, Kent, Eng., May 11, 1910. Cuticura Remedies afford the most economical treatment for skin diseases. Sold throughout the world. London Depot, 27, Chancery Square.

MAPPIN & WEBB

(1908) LIMITED, LONDON, HAVE APPOINTED

CHS. J. GAUPP & CO.,

WATCH MAKERS. JEWELLERS & OPTICIANS.

ALEXANDRA BUILDINGS, CHATER ROAD,

TO BE THEIR LOCAL REPRESENTATIVES. A Very Large Stock, the Finest ever seen in the Colony has just arrived.

SPORTING CUPS AND TROPHIES. SUNDRY SILVER WARE. PRINCES PLATE. OUTLERY. FANCY LEATHER GOODS.

MAPPIN & WEBB

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910. [1333]

LATEST STEAMER MOVEMENTS.

The Bank Line str. *Hallamshire* sailed from Manila on the 10th inst. and is due here to-day a.m.
The Austrian Lloyd's str. *Pavia* left Singapore for this port on the 10th inst. p.m., and is due here on the 17th inst. at daylight.
The Swedish str. *Nippon* left Sabang on the 11th inst., and is expected here on the 22nd inst.
The M.M. str. *Meinam* is expected to arrive here on or about the 23rd inst.
The P.K.K. str. *Chiojo Maru*, which sailed from Hongkong on the 12th ult., arrived at San Francisco on the 9th inst.
The C.P.R. Co.'s str. *Empress of India*, which left here on the 19th ult., arrived at Vancouver on the 9th inst., at 2.30 p.m.
The P. & O. S. N. Co.'s str. *Sunda* left Singapore for this port on the 11th inst. at 1 p.m., and is due here on the 18th inst. at about 6 a.m.
The C.P.R. Co.'s str. *Montague* left Vancouver, B.C., on the 10th inst. p.m. for Hongkong via usual ports of call.
The Barber Line str. *Shimosa* arrived at Shanghai on the 11th inst.
The Dowdell Line str. *Sikh* arrived at Foochow on the 12th inst. morning, and sails for Hongkong on the 13th inst.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for advertising in the DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO SHANGHAI, YOKOHAMA AND KOBE. THE Company's Steamship

"PERSIA," Captain Ginzewich, will leave for the above places on MONDAY, the 14th inst., P.M. This Steamship has special accommodation for passengers. Electric light, carries a doctor and stewards. For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, 13th December, 1910. [3]

NOTICE TO CONSIGNEES. FROM CALOUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 13th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd. Agents, Hongkong, 12th December, 1910. [1375]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Steamship

"PEMBROKESHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves, and/or from the wharves, Godown and cleared by the 17th Dec., at 5 P.M., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 17th Dec., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

Optional Cargo will be carried on unless instructions are given to the contrary before Steamer's departure.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents, Hongkong, 12th December, 1910. [1379]

AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situated at the principal landing stages of the Second Sengat in the World, and adjacent to the Trunk Road of the KOWLOON-CANTON RAILWAY, is for lease on very easy terms. It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc.

The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business.

Full particulars, apply to—H. BUTTONE & SON, Hongkong, 8th December, 1910. [1366]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switch, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

MANAGER, Hongkong Daily Press Office, Hongkong, 22nd November, 1910. [1307]

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their Offices and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK.

DADY BURJOR & Co., General Merchants, Insurance Agents, Manufacturers' Representatives and Commission Agents, Hongkong, 1st December, 1910. [1336]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "Hongkong Daily Press" by "Sportman," reproduced in book form. PRICE ONE DOLLAR. Hongkong, 9th October, 1910. [1229]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers, St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates No. 18-100 Shares numbered 821/920 "19-100" "1021/1120" "20-100" "1121/1220" "21-100" "1221/1320" "22-100" "1321/1420" "23-100" "1421/1520" "24-100" "1521/1620" "25-100" "1621/1720" "26-100" "1721/1820" "27-100" "1821/1920" and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate. SHEWAN, TOMES & Co., General Managers, St. George's Building, Hongkong, 16th November, 1910. [1291]

NOTICE OF FIRM

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner in and Manager of THE SUN SHING FIRM of No. 90, Queen's Road Central, has now Retired from all connection with the said Firm and has Opened his Own House at No. 25, Stanley Street, where he is Transacting Business in the same lines as formerly.

CHAN MUI SAN, 25, Stanley Street, Hongkong, 2nd December, 1910. [1344]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 27th January, 1910. [1022]

SIEN TING, SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1033]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan." BRADLEY & Co., Agents, Hongkong, 12th August, 1909. [1278]

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BRADLEY & Co., Agents, Hongkong, 12th August, 1909. [1278]

FOR SALE

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE ———— \$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

EXTRA CHOICE ENGLISH HAM

AND BACON

70 Cents Per lb.

THE DAIRY FARM CO., LTD.

[42]

TOYS! TOYS! TOYS!!!

JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection Solicited. Prices to suit every purse. Call quick not to be disappointed. H. HIPTOOLA & Co., 13 & 15, D'Aguiar St. Hongkong, 23rd November, 1910. [1311]

SUITABLE FOR XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, TABLE COVER, TABLE CENTRE, SCARVES, CHINESE FLAG FOR DECORATION AND CUSHION COVER, SATIN EMBROIDERED CUFFS and COLLARS, MANTLE DRAPE, BAGS, &c. CANTON LINEN EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, DOYLIES, &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 24th November, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .55SG. at \$5, \$7 and \$7.50 per 100; SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & Co., Hongkong, 26th October, 1906. [1181]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS. ELEMSEN & Co., Hongkong, 6th March, 1907. [33]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

DAVID CORSAIR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents, 1535]

報新外中港香

CHUNG NGOISAN PO (Chinese Daily Press), PUBLISHED DAILY, Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 102, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [88]

TO LET.

FROM 1st JANUARY, 1911. No. 11, GAGE STREET. Eight-Roomed House with Godowns. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 22nd November, 1910. [1306]

TO LET.

A HOUSE, in Knutsford Terrace. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yau-nai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [89]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET.

No. 7, UPPER MOSQUE TERRACE. Apply to—M. L. CHAN, No. 1, Lower Mosque Terrace. Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied at Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES-VEUX ROAD CENTRAL, 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Transit stop at the door." Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [87]

TO LET.

SELE-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSEY SETH, No. 5, Queen's Road Central. Hongkong, 1st October, 1910. [795]

TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to—ARRATTOON Y. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor, Hongkong, 28th July, 1910. [874]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [994]

TO LET.

No. 9, BEACONSFIELD ARCADE, Shop. No. 21, SHELLEY STREET. 1 HOUSE, in Belittes Terrace. "EGGSEED," No. 114, PRAY, To Let Furnished for one year from 15th April next. SIX ROOMS. S. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished for 7 months from 1st November, 1910. No. 57, PRAYA GRANDE, Macao. FOR SALE—Tow Crane, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 3rd December, 1910. [91]

TO LET.

No. 3, CHANCERY LANE, Six Roomed House. Apply to—V. B., Care of "Daily Press" Office. Hongkong, 8th December, 1910. [1367]

TO LET

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [88]

TO LET.

FROM 1st JANUARY, 1911. No. 11, GAGE STREET. Eight-Roomed House with Godowns. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 22nd November, 1910. [1306]

TO LET.

A HOUSE, in Knutsford Terrace. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yau-nai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [89]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET.

No. 7, UPPER MOSQUE TERRACE. Apply to—M. L. CHAN, No. 1, Lower Mosque Terrace. Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied at Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES-VEUX ROAD CENTRAL, 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Transit stop at the door." Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [87]

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TO LET.

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TO LET.

THE Undersigned has resolved instructions to Sell by Public Auction, On THURSDAY, the 15th December, 1910, commencing at 11 A.M., at his Sales Rooms, Duddell Street, (For Account of the Estate of the late E. Ros) A LARGE QUANTITY OF SPANISH WINES, Comprising—SHERRIES, MADEIRA, MOSCATEL, PORTS, etc.; ALSO A Quantity of GIN, WHISKY and COGNAC. Further particulars on application. Terms—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 12th December, 1910. [1378]

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Is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

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the strengthening and invigorating qualities of the World's famous medicine-BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health, and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

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A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 35 years from 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irritations of the Bowels. It is a powerful purgative, and is the only one that can be taken without any inconvenience. It is the only one that can be taken without any inconvenience. It is the only one that can be taken without any inconvenience.

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GRIMAULT'S SYRUP

OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS

BRONCHITIS WEAK LUNGS CATARRH

CONSUMPTION

NOTES AND NEWS.

THE DEMORALISING INFLUENCE OF THE MOTOR CAR.

Bishops have long since taken kindly to the motor car, which is now, indeed, regarded by most as an indispensable aid to the discharge of their diocesan duties, but the episcopal secretary is a new portent. The proceedings taken against the Bishop of Guildford for exceeding the limit of the "diocesan" car, and the subsequent fine imposed upon him, seem to indicate, however, that the seductive automobile exercise (its demoralising influence on the just and the unjust alike) Bishop Randolph has sinned, at least in good company. Has not a Prime Minister himself transgressed in the same way before now?

A FAMOUS RESTAURATEUR.

By the death of M. Orest Paris has lost one of its most noted restaurateurs. He was the proprietor of the well-known restaurant in the Rue Blanche, which went by the old name of "Le Grand U." It was a favourite resort of a famous Parliamentary group. Gambetta and other celebrated men who have helped to make the history of France used to dine together there and to discuss public affairs. It was a period when prominent men did not disdain to be seen in an ordinary restaurant taking their meals "coram publico," and the "Grand U," together with the celebrated Café Procope, owed much of its distinction to the patronage of Gambetta and his political friends.

MARK TWAIN'S FORTUNE.

Mark Twain left property valued at \$112,000, and his daughter, Mrs. Clara Clemens, who is the sole executrix, is the sole legatee. The estate consists partly of stocks and shares, the fifty shares in the Mark Twain Publishing Company, which owns the copyright of his writings, estimated to be worth \$40,000. Mark Twain started as a printer's apprentice at the age of 12, and was approaching his 60th year when his entire fortune was swept away with the failure of the C. L. Webster Company, a luckless venture in which he embarked together with his nephew in the hope of turning to himself the publisher's profit of his large sales. Mark Twain's fortune, valued at \$14,000, and his library at \$400.

THE ADVENTURES OF A YOUNG BARONET.

The adventures of a young Baronet were told in the Probate Court when counsel asked leave to pronounce the death of Sir Claude Campbell. Sir Claude was born in 1871, and when he came of age he dissipated what money he was entitled to. In 1898, he left London on board the sailing-ship *Sutherlandshire* as a seaman. He left the ship in April, 1899, and in May he called on the family solicitors, said he was "stone-broke," and wanted money from the estate of his mother, who was then a certified lunatic. His mother, who was then a certified lunatic, again joined the *Sutherlandshire*. The vessel was wrecked off Sumatra in 1900, and Sir Claude, who was then a seaman, and an apprentice, Sir Claude was drowned and his body washed ashore. Leave to pronounce death was given.

EXCITED NEW YORK SOCIETY WOMEN.

A feature of the international meeting of aviators at Belmont Park, New York, is the number of society women who are flying with the aviators. The Count de Lezeux has taken three of them up, and the *Daily News* states that he nearly had a duel with the pilot of the American Aero Club over the latter's pilot-jet that each of them must have given him a thousand dollar cheque for the privilege. The Frenchman's report was: "I'm a gentleman, aviator, not a professional chauffeur." Miss Eleanor Sears, the Boston society athlete, who plays lawn tennis and golf, shoots, swims, rides to hounds, drives a motor-car, and last year in California nearly killed herself in an attempt to walk 75 miles within twenty-four hours, for ten minutes with Graham-White. On being asked to walk 75 miles within twenty-four hours, she exclaimed, "This is the greatest sport on earth. I'll fly with any man who asks me. Every girl who does will forget all about her nerves."

THE QUEEN'S OWN CAMERON HIGHLANDERS.

Two curious coincidences have combined to give an already famous name to the new infantry regiment which has recently been raised in Winnipeg, says *Canada*. The forming of the regiment having been suggested by the St. Andrew's Society, it is natural that the new corps should be named in flowing Highland and Scotch patterns, and that Mr. D. C. Cameron, the President of the St. Andrew's Society, had taken a great interest in the organization of the regiment, so it was decided to ask him to become honorary lieutenant-colonel, and to allow his name to be used by the regiment. Thus they become the Cameron Highlanders and because in the Canadian Militia List every regiment is numbered for purposes of uniformity, a search was instituted for a suitable number. The number 79 was vacant on the Militia roll, and the old 79th Highlanders of the British Army is now, curiously enough, the famous Queen's Own Cameron Highlanders.

Henri Duper, an insane woman, made a curious attempt to escape from the Pennsylvania State Asylum, where he has been confined for many years. While the inmates were at prayers, the Mail states, he stole to the roof of the asylum and connected a gaspipe to a balloon which he had secretly manufactured out of pieces of silk flannel from a tailor's shop. A few moments later the vermin were alarmed at the sight of the luminous hanging on a tangle of ropes of a broomstick and were seen beneath the balloon, which was some 15ft. in diameter. He rose to the height of several hundred feet, shouting: "Ha, ha, I am flying away! Why don't you catch me?" Several shots were fired at him, hitting the envelope, which, however, in the wireless sky was in a quarter of an hour high above the asylum. More shots were fired, and then the strange, ragged balloon slowly began to descend, settling finally on a grass-plot, where Duper was seized and carried back to his cell.

"CHEER UP, JEREMIAH!"

In the course of a speech at the Batterssea Polytechnic, Mr. John Burns related the following story:

I was once, he said, for the benefit of my health, interested in a building somewhat monastic in character, with a celibate population, and with cellular accommodation, which enabled me to be alone. There was there one book called the Bible, and I noticed that my predecessor was a great student of it. With a pin which had probably been concealed in his oakum, he had pricked comments in the margin. Opposite this passage in Jeremiah's Lamentations, "My heart is broken within me, my bones shake, I am like a drunken man, and like a man when wine had overcome," he had pricked, "Cheer up, Jeremiah!" That is the type of mind we want—a man uninfluenced by environment and absorbed in study. If outside is shown the serenity and philosophy which that gentleman showed under such peculiar and distressing circumstances, I have no fear about the future of my country.

THE AMERICAN LOAN TO CHINA.

The announcement that a syndicate of American bankers have arranged a loan of ten millions sterling with the Chinese Government affords another indication of the strengthening of the ties between the United States and China, says the *Times*. Since Mr. Taft became President, American policy in the Far East has displayed very great activity. Mr. Knox, the Secretary of State, has developed one scheme after another with a view to extending the prestige and influence of his country. His efforts, however, have not been altogether successful. The proposal to neutralize the Manchurian railways, which was developed one scheme after another with a view to extending the prestige and influence of his country. His efforts, however, have not been altogether successful. The proposal to neutralize the Manchurian railways, which was developed one scheme after another with a view to extending the prestige and influence of his country. His efforts, however, have not been altogether successful.

Other great commercial Powers have secured valuable bases for commercial operations in the United States at a disadvantage. In this respect, but her statesmen have been quick to see that this very disadvantage can be turned to profitable use. Americans can present themselves to the Chinese as the one great Western nation which has never attacked China nor wrested territory from her. They claim that their professions of friendship are quite distinct from those of the United States, and that, therefore, they are anxious to see a strong, progressive, and prosperous China, and are ready to render loyal help to the Chinese in the work of reform. Mr. Taft preached these doctrines during his visit to China in the year before he was elected President, and his Secretary of State is now endeavouring to act upon them. Mr. Knox's policy in regard to Manchuria may not be the effect of persuading the Chinese that they can look to the United States for sympathy and support against other Powers. Only a few years ago the treatment of Chinese students in America led to a determined boycott of American goods in China, but the feeling of hostility which then existed seems to have died away. Mr. Roosevelt tried to win China's friendship by remitting the balance of Boxer indemnity by sending large supplies of foodstuffs at the time of the last great famine in the Yangtze Valley, by securing better treatment for Chinese students, and by promoting the calling of the International Opium Conference. His successor has striven to draw still closer the ties between the United States and China by creating the impression that American policy will be ready to assist China against foreign aggression. At the present time China is very alarmed at the growth of Japanese influence in Southern Manchuria. She fears that a country which has the credit of the ruling dynasty may claim the same fate as Korea, and places little faith in Japan's pledges in regard to observing the territorial integrity of the Chinese Empire and the principle of equal opportunity. Great Britain is also suspect, because of her alliance with Japan, and British policy in the Far East has been so unfortunate as to create the impression that it is merely the desire to increase Japanese ambitions.

The United States, therefore, has a favourable opportunity to stand forth as China's unselfish friend and helper. Whether it is wise to encourage the idea that there is a real conflict of interests between Japan and China, and that the United States is ready to range herself on China's side, is open to question. It is certain that no good purpose can be served by the violent attacks made upon Japan's policy by a section of the American Press. However, the American people do not play the rôle of interested friend for nothing. They pressed for and secured a share of the loan for the railways of Central China, they have just obtained the ten millions sterling loan which is intended for the reform of the Chinese currency, and they are hoping to be given the order for the new warships for the Chinese Navy. Doubtless there will also be an increase in the trade between the two countries, for a dispatch from the Chamber of Commerce in the United States has just been received, and has been given a most enthusiastic welcome. How China will profit from American friendship is not yet apparent, but she will be very short-sighted if, relying on American support, she sets out to defy the powerful neighbour whose goodwill it is to her interest to cultivate.

WEATHER REPORT.

On the 12th at 11.55 a.m.—The barometer has risen moderately over S. Japan, and fallen slightly in the Philippines.

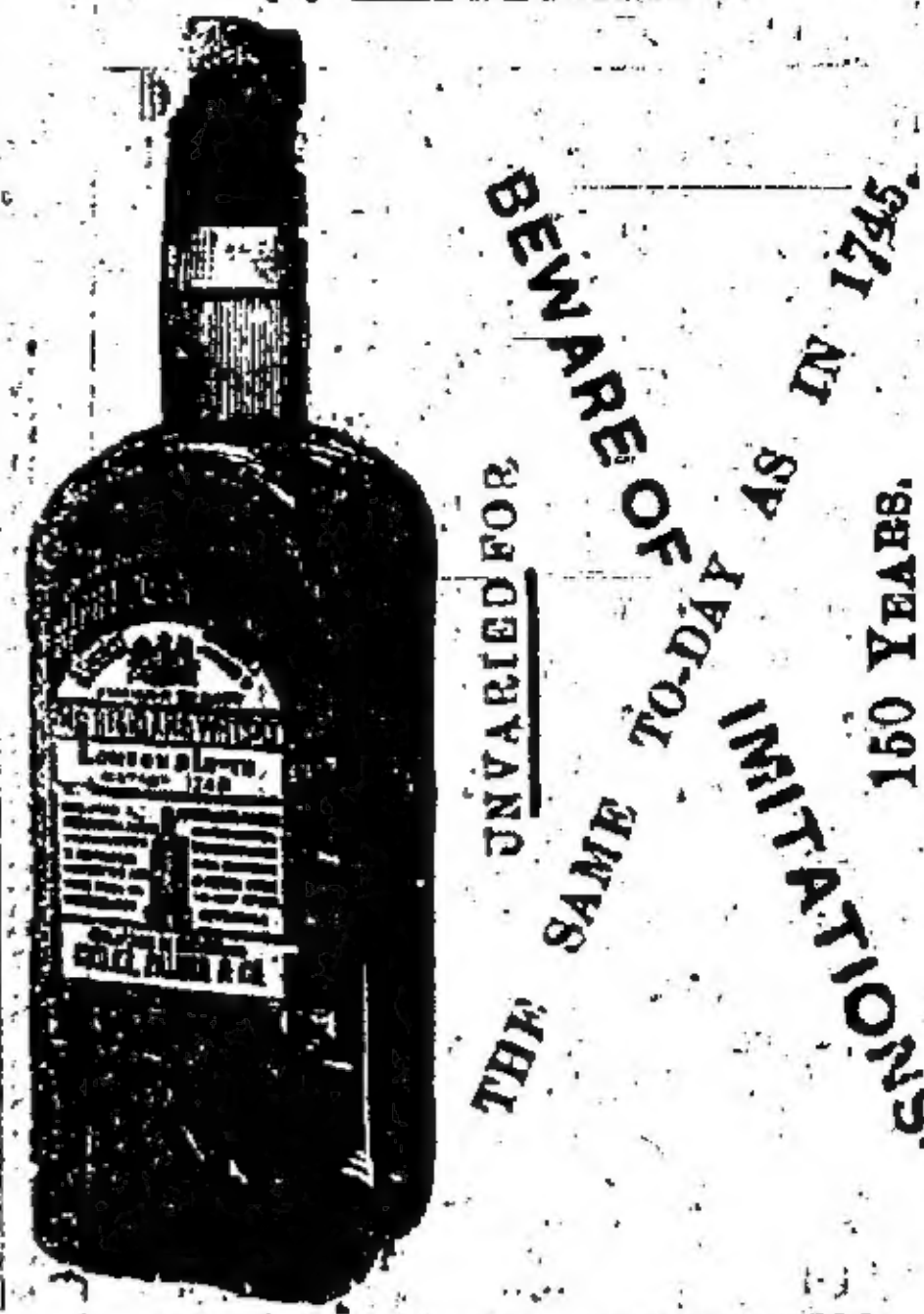
The anti-cyclonic area, central over the continent to the North of the Yangtze valley, still covers China, W. Japan and the Loochoos, and over the S. Philippines and adjacent waters. Strong monsoon will continue to prevail over the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (N.E. winds, fresh; fine; 10.00 to 12.00, strong.)
Formosa Channel (Same as No. 1.)
South coast of China between Hongkong and Loochoos (Same as No. 1.)
South coast of China between Loochoos and Hainan (Same as No. 2.)

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG.
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. (48)

OIL PRODUCTION IN JAPAN.

According to news received by telegraph from London from a trustworthy source the native oil producers in Japan have been obliged to close down in consequence of the fact that the Standard Oil Company have requested their prices for oil to a very low level. The message adds that the Japanese Government have decided to increase the tariff on oil in order to protect the native producers, though an official confirmation of this statement has not yet been received here. The Standard Oil Company first entered the Japanese field in 1900 by acquiring various leases and building a refinery at Nagoya. In reply to the attack one of the two large native concerns, the Hodoen, proceeded to strengthen its position by absorbing over a hundred other companies, while the native rival, the Nippon, held aloof, but kept pace by assiduously increasing its production. Finally the latter acquired the entire property of the International Oil Company, which represented the Standard in Japan, and in 1907 it appeared as if peace had been restored. It would seem, however, that the Standard has by no means retired from the scene, and keen competition arose again. Negotiations took place a few weeks ago between the American and native interests, but no agreement could be secured. It appears to be the aim of the Standard Oil Company to secure control of the entire native industry, in which many millions sterling of Japanese capital are invested. The Government has reason for anxiety in view of the increasing adoption of oil as fuel in the Navy. There is already a heavy duty on the importation of kerosene, which falls under the signature or general tariff—a fact which the Government must free to raise or reduce the duties as it pleases. Nevertheless the official statistics show that in 1908 the oil imported was twice as much as that produced in Japan, the figures in value being, respectively, 1,510,520 and 2,658,598. The Standard Oil's chief rival in the export of oil to Japan is the Asiatic Petroleum Company, which in the present struggle has shown the direction of its sympathies by contracting with the Hodoen Company to give it supplies of kerosene crude oil, on which there is a very low duty, so that it may at all events keep its refinery going even though it is compelled to close down its wells. —The Times.

HOME RULE FOR SCOTLAND.

AMUSING REFERENCE TO SCOTS BY MR. G. H. SIMS.

Writing in the *Referee*, Mr. George R. Sims ("Dagonet") pokes delightful fun at the Scotch claims for Home Rule. The Manifesto of the Scottish people just issued by the Communal Albanians "The Scots National League" is, he says, a slogan to make the cheek of the Faxon tangle. Scotland free! again is the cry that rings across the Tweed to resound in the Reform Hall, Farnhall-street, Holborn. "Scotsmen!" cries the Communal Albanian "which would you rather—a land, your own land, filled with the peaceful homes of your kindfolk, or a land, not your own, beset by men to form a playground for cosmopolitan Imperialism, financiers and exploiters? Does it pressure you to see Scotland's seas acting as gullies, valets, and bootlickers to the ignoble position of the tirewomen and handmaids to their wives and daughters?" The English are to be turned out of Scotland, and the Scotsmen are to remain in England. Great Scot!

The Manifesto calls upon the Scottish people to wash their hands of responsibility for Imperialism, robbery, and the South Africa, for Imperialistic murders such as those at Denehawai, for Imperialistic tortures of the kind we know of in India. Scotland is to say to England, to the Empire, to the World, that she abominates the idea of Imperialism and will have none of it. Henceforth she will manage her own affairs and be free with a capital F. Oh, Bonnie, Bonnie Scotland, don't leave us like this. We have drunk millions of gallons of your whisky; we have eaten tons of your marmalade; and hundreds of tons of your braw laddies live hand and foot for us; we have showered our gold upon your publishers, your authors, and your dramatists; the English Press is in your hands though occasionally an Irishman or a Welshman has a look in; our variety halls pay one of your braw laddies five hundred pounds a week for singing in Scotch; the sons of the manse drive in their pride and their carriages in the motor-cars and splash the Southseas with the mud of their wheels; we had your oolks as the best in the world; your national broth has entered into our daily diet, and your porridge is on every British breakfast-table; we love you love best from childhood to old age; we love you and because we love you we fall upon our knees to you and cry with tears in our eyes, "Oh, Caledonia, stern and wild, not quite so stern, not quite so wild!"

Stay with us, Bonnie Scotland, and we won't govern you. You shall govern us. The next Prime Minister shall be a Scotsman, and all the Members of the Cabinet shall be Scotsmen, and all the nice frisky Government offices shall be given to Scotsmen. We don't ask for Home Rule ourselves; we will be ruled by Scotland. Be kind to poor little England. Remain a part of the United Kingdom, and, oh, do continue to form part of the British Empire!"

SHIPPING IN PORT.

ANAPA, British str., 2251, J. H. Park, 7th Dec.—Mojit 1st December, Coal—Samarul Samuels.

CHANGSHA, British str., 2269, E. Finlayson, 4th Dec.—Melbourne 30th Dec, General—China Navigation Co. Ltd.

CHIMBORAZO, Norwegian str., 1759, A. Rjos, 11th Dec.—Svalow 10th December.

CHUYEN, Chinese str., 1777, C. Stewart, 10th December—Shanghai 7th Dec, General—C. M. S. N. Co.

CHOSHUN MARU, Japanese str., 1301, T. Yamaguchi, 10th Dec.—Shanghai 6th Dec, General—Osaka Shosen Kaisha.

DERWENT, British str., 1562, J. Jenkins, 10th December—Manila, 7th Dec, General—Mia Fat & Co.

EMBERS OF JAPAN, British str., 3039, H. Embers, 2nd Dec.—Vancouver 11th Nov, Mail and General—Canadian Pacific Railway Co.

FAUSANG, British str., 1410, H. S. Malkin, 6th Dec.—Java and Saigon 2nd Dec, Sugar—Jardine, Matheson & Co.

FUKURA MARU, Japanese str., 1359, Kuma-waki, 8th December—Mojit 3rd December, Coal—Mitsui Bussan Kaisha.

HATTAN, British str., 1183, J. W. Evans, 11th Dec.—Foolow, empty via Swatow 10th Dec, General—Douglas, Lafrank & Co.

HANCHOW, British str., 999, W. D. Hayner, 25th Nov.—Newchwang and Chefoo 14th Nov, General—Butterfield & Swire.

HANYANG, British str., 1201, G. J. Sprink, 8th Dec.—Wakamatsu 2nd December, Coal—Butterfield & Swire.

HELEN, German str., 771, Deodion, 16th December—Hollow 7th Dec, General—Jensen & Co.

HOROW, British str., 896, Speed, 6th Dec.—Shanghai 2nd Dec, General—Bathfield & Swire.

HONGKONG MARU, Japanese str., 3447, H. Hinokuma, 7th Dec.—Coronel and South America 24th Sept. Coal and Mail—Toyo Kisen Kaisha.

HONGKONG, French str., 739, Cornuissen, 10th December—Haiphong 5th Dec, General—A. R. Marly.

INABO MARU, Japanese str., 2389, Shimizu, 1st Dec.—Kantou 2nd Dec, Coal—Ataka & Co.

INVERCLIDE, British str., 1234, Alexander, 5th Dec.—New York 13th Oct, Oil—Standard Oil Co.

ISCHIA, Italian str., 2480, G. Balzo, 9th Dec.—Bombay 16th Nov, General—Carlucci & Co.

KIANG PING, Chinese str., 1100, Uddan, 10th Dec.—Wahu 4th Dec, General—Chinese.

KORRA, American str., 5651, J. W. Saunders, 9th Dec.—San Francisco and ports 8th Dec, Mail and General—F. M. S. S. Co.

KUEICHO, British str., 1219, Hooker, 10th Dec.—Tientsin 2nd Dec, General—Butterfield & Swire.

KUMOH, British str., 1496, Martin, 8th Dec.—Samarang via ports 25th Nov, General—Nam Fat.

LAURET, British str., 1346, H. C. O. Fragar, 10th Dec.—Saigon 2nd December, General—New Fat Sing.

LIAOCHOW, British str., 1215, H. Harder, 11th Dec.—Tientsin, Chfoo, Weihaiwei and Swatow 10th Dec, General—Butterfield & Swire.

LOCKSW, German str., 1020, W. Tanbert, 2nd December—Bangkok 25th November, Rice and Mail—Butterfield & Swire.

LOOMMOON, German str., 1245, Andersen, 5th Dec.—Saigon 30th November, General—Hamburg America Line.

MACHRY, German str., 956, C. Wolff, 9th Nov.—Bangkok and Swatow 8th Nov, Rice and Mail—Butterfield & Swire.

MERPOO, Chinese str., 1339, T. Froberg, 6th Dec.—Shanghai 3rd December, General—C. M. S. N. Co.

ONSAO, British str., 1737, E. J. Buller, 26th Nov.—Changwan 19th Nov, Coal—Jardine, Matheson & Co.

PANAMA MARU, Japanese str., 6500, K. Moto, 1st Dec.—Shanghai 28th Nov, Flour and Matches, etc.—Osaka Shosen Kaisha.

PATILLA, British str., 3501, Geo. A. Thomas, 9th Dec.—Tientsin 4th Dec, Ballast—Asia Petroleum & Co.

PROMETHEUS, Norwegian str., 1024, O. Korael, 11th December—Saigon 3rd Dec, General—Angard, Thoresen & Co.

PROTEUS, Norwegian str., 1024, H. E. Lassen, 23rd Nov.—Wahu 18th and Chinkiang 19th Nov, Rice—General.

SABINE, German str., 573, P. Fries, 10th Dec.—Foolow 8th Dec—Asia Petroleum & Co.

SAMBER, German str., 1234, Petersen, 9th Dec.—Bangkok and Swatow 8th Dec, Rice and Taskwood—Butterfield & Swire.

SIRGAN, British str., 1047, F. Jamieson, 8th December—Haiphong 6th Dec, General—Butterfield & Swire.

SZCHURN, British str., 1142, Sidford, 1st Dec.—Tientsin.

TAKKA, Chinese Navigation Co.

TAMING, British str., 1350, G. H. Penfather, 28th Nov.—Manila 25th Nov, General—Butterfield & Swire.

TEAN, British str., 1346, A. W. Outerbridge, 11th Dec.—Manila 8th December, General—Butterfield & Swire.

TERENA, British str., 2763, Stratton, 27th Nov.—Baik Papan 19th Nov, Kerosene Oil—Asia Petroleum & Co.

THORND, Norwegian str., 1091, F. Jorgensen, 10th December—Bangkok via Swatow 9th Dec, Rice—Angard, Thoresen & Co.

TOMA MARU, Japanese str., 5223, H. Nomura, 11th December—Mojit 6th Dec, Matches, Flour and Merchandise—Nippon Yusen Kaisha.

ULV, Norwegian str., 882, J. Pederson, 2nd Dec.—Daly 24th Nov, Beans—Aagaard, Thoresen & Co.

WAKAMATSU MARU, Japanese str., 1722, U. Kawa, 10th Dec.—Wakamatsu 4th Dec, Coal—Mitsui Bussan Kaisha.

WASHINGTON, German str., 2559, C. Stage, 8th Nov.—New York 3rd Sept, Petroleum in bulk—Standard Oil Co.

WINGSANG, British str., 1577, Lisham, 11th Dec.—Wahu 6th Dec, Rice—Jardine, Matheson & Co.

WURU, British str., 1227, J. Meathel, 27th Nov.—Chfoo 27th November, General—Butterfield & Swire.

PRINTING

Nothing creates such a good impression in business as the use of First-Class Printing. The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

Singapore, December 1.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Rubber & Co's Prices, Nov. 2	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Rubber & Co's Prices, Nov. 2	Dividends
15/ paid	Alor-Pongau	...	...	fy. paid	Malacca Ordinary	7.00	...
2/ fy.	Anglo-Johore	...	...	2/ fy.	Merton Syndicate	...	...
17/6	Anglo-Malay	1.56	60%	2/ fy.	Mount Austin	...	...
fy.	Bakap	...	...	2/ fy.	Narborough Est.	...	...
fy.	Banteng	...	...	2/ fy.	North Hummock	...	...
fy.	Batu Caves	10.100	70%	2/ fy.	Padang Jawi	...	...
fy.	Batu Kawan	...	...	2/ fy.	Pandan Johore	...	...
2/ fy.	Batu Tiga	5.00	10%	2/ fy.	Pataing (Johore)	...	...
2/ fy.	Berang Selangor	...	...	2/ fy.	Pekah	...	...
2/ fy.	Bernam P. Rak	...	...	2/ fy.	Pengkio Est.	...	...
2/ fy.	Do. Ordinary	...	...	2/ fy.	Pero	...	...
2/ fy.	Bidor	...	...	2/ fy.	Ratanuf	2.00	...
2/ fy.	Blands Selangor	...	...	2/ fy.	Rimb	...	...
2/ fy.	Bukit Cioh	2.10.0	...	2/ fy.	R. Est. of Krian	...	...
2/ fy.	Bukit Kujang	20/- pm	...	2/ fy.	R. of Johore	11.15.0	...
2/ fy.	Bukit Mertajam	4/1	...	2/ fy.	Sagay	7.10.0	15%
2/ fy.	Bukit Selangor	10.0.0	25%	2/ fy.	Senalid	3.1.0	160%
2/ fy.	Bukit Selangors	6.5.0	...	2/ fy.	Selangor	...	...
2/ fy.	Castledale	...	...	2/ fy.	Selator Bahbei	...	...
2/ fy.	Changkat Salak R. and Tin.	...	...	2/ fy.	Senapah	...	...
2/ fy.	Chersuense	4/4	...	2/ fy.	Seremban	...	...
2/ fy.	Cheroh	...	...	2/ fy.	Serangoon	3.15.0	10%
2/ fy.	Chota Bahru	...	...	2/ fy.	Shelford	...	...
2/ fy.	Chealy Ordinary	2.3.0	50%	2/ fy.	Singapore Para	2.10.0	17%
2/ fy.	Chealy Preferred	2.3.0	51%	2/ fy.	Singapore Straits (Bortan)	7/8	...
2/ fy.	Consol. Malay	1.6.0	50%	2/ fy.	Strathmore R.	...	...
2/ fy.	Damansara	7.12.0	...	2/ fy.	Sungei Bahru	5.2.0	...
2/ fy.	Dennistown	...	...	2/ fy.	Sungei Choh	10.3	25%
2/ fy.	Enab, Selangor	13/6	15%	2/ fy.	Sungei Kapar	...	...
2/ fy.	Ena Koo R. Est.	...	30%	2/ fy.	Sungei Krait	...	...
2/ fy.	Garing (Malacca)	...	...	2/ fy.	Sungei Liang	4.5.0	12%
2/ fy.	Goleonda	5.10.0	25%	2/ fy.	Sungei Salak	5.5.0	12%
2/ fy.	Golden Hope	6.17.0	20%	2/ fy.	Sungei Way	...	...
2/ fy.	Gula-Kalumpang	...	...	2/ fy.	Tangkai	...	...
2/ fy.	Hea and Lowlands	5.5.0	20%	2/ fy.	Third Mile	...	...
2/ fy.	Inch Koonoh	14.0.0	100%	2/ fy.	Tremahy	...	...
2/ fy.	Johore Para	...	...	2/ fy.	Ulu S. Betong	...	...
2/ fy.	Johore R. Lands	...	...	2/ fy.	Val d'Or Est.	...	...
2/ fy.	Jong-Lander	...	...	2/ fy.	Vallambrosa	2.0.0	250%
2/ fy.	Jugra (Ordinary)	...	40%	2/ fy.	Trust and Finance Companies.	...	...
2/ fy.	Jura Estates	...	...	2/ fy.	Anglo-Straits R. T.	...	...
2/ fy.	K'pong Kuantan	...	15%	2/ fy.	Eastern Internat. Trust	20%	10%
2/ fy.	Kamunting "A"	...	...	2/ fy.	Mid-East Invest	...	...
2/ fy.	Kamunting "B"	...	...	2/ fy.	Rubber Plants. Inves. Trust	20%	10%
2/ fy.	Kanar Para	9.10.0	20%	2/ fy.	R. Share Trust	...	...
2/ fy.	Kellias	...	...	2/ fy.	Straits M. & Trust	...	...
2/ fy.	Kopong	...	...	2/ fy.	India, Ceylon, Borneo, Java and Sumatra.	...	...
2/ fy.	Killinghill	...	...	2/ fy.	Anglo-Java	...	...
2/ fy.	Kinta Kollas	...	33%	2/ fy.	Asahan (Sumatra)	...	...
2/ fy.	Klang	...	...	2/ fy.	Bangawan R.	...	...
2/ fy.	Klang-Kollas	2.8	...	2/ fy.	Bestford	...	...
2/ fy.	Kota Tinggi	...	...	2/ fy.	Central Sumatra	...	...
2/ fy.	Kuala Lumpur	...	...	2/ fy.	Indian Peninsula	...	...
2/ fy.	Kuala Pah	...	...	2/ fy.	Java Amalgam	...	...
2/ fy.	Kuala Selangor	...	...	2/ fy.	Kimanis	...	...
2/ fy.	Labu	...	...	2/ fy.	Langkon	...	...
2/ fy.	Lanadon	...	...	2/ fy.	Manchester	...	...
2/ fy.	Ledoury	...	...	2/ fy.	Nirmala (Java)	...	...
2/ fy.	Lendu	...	...	2/ fy.	Pontianak	...	...
2/ fy.	Liong Asiatic	...	...	2/ fy.	Sumatra Para	...	...
2/ fy.	Lumut Est.	...	...	2/ fy.	Sumatra Props.	...	...
2/ fy.	Madingley Est.	...	...	2/ fy.	United-Serdana	...	...
2/ fy.	Malacca 75% Cham. Partici-	...	...	2/ fy.	Utd. Sumatra	...	...
2/ fy.	Malacca 75% Cham. Partici-	7.0.0	10%	2/ fy.	...	...	...

AVERAGE MARKET PRICES.

December 6th, 1910.

The Prices are given in Dollar Cents.

Burmese Rice.

Meat and Poultry.

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Pineapple Cooking only...2nd...

December 6th, 1910.

The Prices are given in Dollar Cents.

Burmese Rice.

Meat and Poultry.

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Virago, torpedo-boat destroyer, 395 tons, 6 guns,

December 6th, 1910.

The Prices are given in Dollar Cents.

Burmese Rice.

Meat and Poultry.

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INTIMATIONS

CROSSLEY BROTHERS, LTD.
OPENSHAW, MANCHESTER.MAKERS OF
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS.

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL.

SUCTION

AND

PRESSURE SYSTEMS.

AMMONIA RECOVERY

PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.

IN PREPARATION.

THE DIRECTORY

AND

CHRONICLE 1911.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.Information for inclusion in the 1911 Directory should be forwarded at once to the
"HONGKONG DAILY PRESS OFFICE."

The DIRECTORY covers the whole of the PLAIN OF THINGTAU (KIAOCHAU) ports and cities of the Far East from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DISCUSSION, carefully revised each year, most of which will serve as accurate guides for the Tourist, giving every detail in connection with the place, their History, Topography, &c., &c. The information in these descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,800, \$10.00. Directory only pp. 1,800, \$6.00.

The Directories and Descriptions are of

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EASTERN SIBERIA
Vladivostok, etc.
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EASTERN SIBERIA

Vladivostok, etc.

CHINA

Peking, Tientsin, Hankow, Shanghai, etc.

TANJONG PAGAR REPORT.

INCREASED OPERATIONS AND A LARGER BALANCE.

The voluminous half yearly administration report upon operations under the Tanjong Pagar Dock Board, the Straits Times says, deals with the half year ending June 30 last, and is signed by Mr. S. A. Lane, the acting chairman. We cannot detail the facts and figures which are of most general public interest, and it should be noted that costs have been expanded.

The financial statement shows that the credit balance of general revenue account for the half year under review is \$894,365, which with \$62,896 brought forward from the previous half year, gives a credit balance of \$957,262. Interest on cash received from loan funds absorbs \$679,637, leaving a balance of \$277,624, which has been appropriated as follows:—To reserve fund, \$200,000; to fire insurance reserve, \$6,795; carried forward, \$70,829.

A comparison of gross revenue with previous half years since the formation of the board provides the following figures:—

	Wharf	Docks	Total
1905—2nd half	1,364,971	969,760	2,334,731
1906—1st	1,491,341	1,016,067	2,507,408
2nd	1,453,813	854,626	2,308,439
1907—1st	1,547,028	1,000,594	2,547,622
2nd	1,479,684	1,057,645	2,537,329
1908—1st	1,516,391	986,281	2,502,672
2nd	1,258,291	961,646	2,219,937
1909—1st	1,564,699	1,010,734	2,575,433
2nd	1,366,511	953,408	2,319,919
1910—1st	1,490,561	1,046,886	2,537,447

The balances for the same period have been as follows:—

	2nd half year	1905
1905	663,319	702,713
1906	817,642	803,944
1907	857,158	894,732
1908	826,842	754,422
1909	894,365	894,365

The net revenue for the half year amounting to \$957,262 shows an increase, as compared with the previous half year, of \$139,943. Deducing interest on debentures as being an allocation of profits the average of the half-yearly profits since the inception of the Board, is \$885,853 and on the same basis the profit for the half year under review amounts to \$87,416 above the average.

A BILLIARD CHALLENGE.

Mr. George Nelson, who is managing the English tour of George Gray, whose breaks off the red ball have created so much sensation in billiard circles, has issued a challenge on behalf of the young Australian player. Nelson issued a special challenge to Inman, who offered a start of 3,000 in 18,000, providing that he had two-thirds of the gate receipts. Gray's supporter is perfectly willing to forego the start altogether, and give Inman the whole of the gate receipts if he wins always providing that a similar option is conceded to Gray and his supporter.

"Inman," said Mr. Nelson, "has stated that he is prepared to back himself to the extent of £25 that he makes a larger break off the red ball than Gray. In this he can also be accommodated just as often as he pleases, irrespective of the stake of £500; and, further, Gray's supporter will take Inman's £50 to £25 that the Australian will make more than twice as large a break off the red ball in any case as every match they may play. Gray," he added, "will play Inman or any other player living 13,000 up level for £500 a side."

Mr. Nelson deposited £50 with the editor of the Morning Post to bind a match with any other professional. Gray is under contract with Messrs. Riley and the Crystalline Ball Company, but Mr. Nelson pointed out that the leading English professionals have an extensive acquaintance with Messrs. Riley's tables and that Gray will have no advantage in this respect.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR KOBE & YOKOHAMA... "COBLENTZ," 6,750 TONS, About 13th December.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN. "KLEIST," Capt. O. PANNKE, 17,000 TONS, {Wed'ay, 14th Dec., at Noon.

SHANGHAI, TSINGTAI, KOBE, YOKOHAMA... "GOEBEN," Capt. G. BALKE, 17,300 TONS, {14th December.

KUDAT & SANDAKAN... "BORNEO," Capt. F. SEMBLI, 5,050 TONS, {Middle of Dec.

MANILA, YAP, MARONN, SAMAR, RAJ, NEWGUINEA, REISSBANE, SYDNEY & MELBOURNE. "COBLENTZ," Capt. H. REGENE, 6,750 TONS, {Saturday, 31st Dec., at D'Ugh.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. Hongkong, 5th December, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.

"LUETZOW" - 17,300 - ON APRIL 5TH.

"KLEIST" - 17,000 - ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

Early booking recommended. For Particulars, apply to MELOCHERS & Co., GENERAL AGENTS. Hongkong, 10th November, 1910.

STEAMSHIP COMPETITION.

NO SETTLEMENT BETWEEN N. D. L. AND CHINA-SIAM S. N. CO.

The Bangkok Times of November 21st, states:—We are indebted to Messrs. Windsor & Co. for the following:—The negotiations which have been pending between the Norddeutscher Lloyd and the China-Siam Navigation Co., Ltd., during the last few days have not resulted in any settlement of the differences between the two companies, and Director Heineken left Bangkok yesterday per steamer Wong Koi for Singapore.

We understand that the China-Siam S. N. Co. approached the N. D. L. some time ago through the Siam Forest Co., Ltd., with the view of coming to an understanding. Director Heineken thereupon during his stay in Bangkok made several proposals which were considered by all present at the meetings very fair in every respect. As, however, the China-Siam S. N. Co. could not make up their mind to accept them and continually asked for more time for consideration, Director Heineken broke off the negotiations.

We have also made inquiries of Messrs. The Siam Forest Co., Ltd., who inform us:—The negotiations between the China-Siam Navigation Company, Limited, and the Norddeutscher Lloyd, to conduct which Mr. Heineken, the Managing Director of the N. D. L., and party paid a special visit to Bangkok, have not resulted in any arrangement between the two companies as the China-Siam Steam Navigation Company, Limited, were unable to accept the proposals laid before them by Mr. Heineken.

The Siam Forest Co., Ltd., who inform us:—The negotiations between the China-Siam Navigation Company, Limited, and the Norddeutscher Lloyd, to conduct which Mr. Heineken, the Managing Director of the N. D. L., and party paid a special visit to Bangkok, have not resulted in any arrangement between the two companies as the China-Siam Steam Navigation Company, Limited, were unable to accept the proposals laid before them by Mr. Heineken.

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U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

SHIPPING.

ARRIVALS.
 BORNEO, German str., 2,345, F. Sombill, 12th Dec.—Sundaland 6th Dec., General—Melchior & Co.
 BULLMOUTH, British str., 2,607, T. Powell, 12th Dec.—Balik Papua 3rd Dec., Oil—Asiatic Petroleum & Co.
 CHINMUA, British str., 1,215, Benson, 11th Dec.—Shanghai 9th Dec., General—Butterfield & Swire.
 DEVAWONGSE, German str., 1,037, E. v. Nielsen, 12th Dec.—Bangkok 4th and Swatow 10th Dec., Rice and Meal—Butterfield & Swire.
 FRICHING, Chinese str., 980, J. B. Howe, 12th Dec.—Shanghai 9th Dec., General—Butterfield & Swire.
 HENCKES, Norwegian str., 3,789, Wilhelmsson, 10th Dec.—Portland 5th Nov., and Moji 5th Dec., Flour—Portland Asiatic S.S. Co.
 HOLSTEIN, German str., 1,103, D. Henk, 12th Dec.—Haiphong and Hoihow 9th Dec., Rice—Jensen & Co.
 HONGKONG, British str., 2,550, R. S. Bainbridge, 12th Dec.—Singapore 3rd Dec., General—Chinese.
 HOSANG, British str., 1,359, Hay, 11th Dec.—Hongkong 9th Dec., Coal—Jardine, Matheson & Co.
 KANSU, British str., 1,068, K. E. Tuckson, 11th Dec.—Wuhu and Chinkiang 7th Dec., Rice and Oil—Butterfield & Swire.
 KOWLOON, German str., 1,467, A. Enigh, 12th Dec.—Wulu and Chinkiang 6th Dec., Rice—Hamburg-America Line.
 LIGHTNING, British str., 2,121, E. P. Smith, 12th Dec.—General—David Sassoon & Co.
 LOKANG, British str., 978, G. H. Bowker, 11th Dec.—Tientsin 6th Dec., Peanuts—Jardine, Matheson & Co.
 NORD, British str., 1,248, Jones, 11th Dec.—Haiphong 8th Dec., Kerosene O.I.—Asiatic Petroleum & Co.
 PEMROKESHIRE, British str., 2,999, R. Hayes, 12th Dec.—London 24th Oct., General—Jardine, Matheson & Co.
 PORTERIDGE, German str., 977, U. Bofenfur, 11th Dec.—Bangkok 4th Dec., Rice—Norddeutscher Lloyd.
 YERIMO MARU, Japanese str., 2,350, T. Suruga, 11th Dec.—Yokohama 28th Nov., and Moji 5th Dec., Coal—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 12th December.
 Friching, Chinese str., for Canton.
 Haitan, British str., for Swatow.
 Hanou, French str., for Pakhol.
 Ichia, Italian str., for Singapore.
 Kema, British str., for Canton.
 Kowchow, British str., for Canton.
 Nord, Norwegian str., for Canton.
 Panama Maru, Japanese str., for Shanghai.
 Singan, British str., for Haiphong.

DEPARTURES.

12th December.
 CHINMUA, British str., for Canton.
 COLEMAN, German str., for Kobe.
 DART, Norwegian str., for Dairen.
 LIANGCHOW, British str., for Canton.
 LOKANG, British str., for Canton.
 QUANTA, German str., for Samarang.
 WINGANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Lightning reports: Strong monsoon all way.
 The Brit. str. Pembroke reports: From Singapore, moderate to strong monsoon.
 The British str. Lokang reports: Fine weather throughout, strong monsoon from Tung Yung.

VESSELS EXPECTED.

THE GERMAN MAIL.
 The I.G.M. str. Goeben, carrying the German Mails with dates from Berlin of the 16th ult., left Singapore on the 10th inst., at 10 a.m., and may be expected here to-morrow at night.
THE INDIAN MAIL.
 The Indo-China str. Kutang from Calcutta and the Straits left Singapore for this port on the 6th inst.
 The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on the 10th inst.
THE CANADIAN MAIL.
 The C.P.E. Co.'s str. Empress of China left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.
THE AUSTRALIAN MAIL.
 The B. & A. str. Aldenham left Sydney on the 3rd inst. for this port via Queensland Ports and Manila.
 The N.Y.K. str. Nippon Maru (Australian Line) left Thursday Island for this port via Manila on the 8th inst., and is expected here on the 19th inst.
THE AMERICAN MAIL.
 The P. M. S.S. Co. str. Siberia sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th inst.
 The P. M. S.S. Co. str. China sailed from San Francisco on the 6th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 3rd prox.

MERCHANT STEAMERS.
 The N.Y.K. str. Ceylon Maru (Bombay Line) left Singapore for this port on the 5th inst., and is expected here to-day.
 The Danubius str. from left Sabang on the 1st inst., and may be expected here to-day.
 The American-Asiatic S.S. Co. str. Indra-deo left Singapore on the 7th inst., and is due here to-day p.m.
 The I.G.M. str. Kleist left Shanghai on the 10th inst., at 3 p.m., and may be expected here to-day at 6 a.m.
 The H. A. Line str. Scandia left Singapore on the 7th inst., at noon, and may be expected here to-morrow.
 The O.S.K. str. Seattle Maru from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst., via Manila.
 The T.K.K. str. Nippon Maru sails from Yokohama on the 12th inst. en route to Hongkong, and is due to arrive at this port on the 20th inst.
 The O.S.K. str. Mexico Maru left Tacoma for this port on the 25th ultimo, and is expected to arrive here on or about the 29th inst., via Japan and Shanghai.
 The American & Manchuria Line's str. Kioto left New York on the 10th ult., and is due here on or about the 1st prox.
 The str. Glenloch left London on the 5th ult., and is due here on or about the 3rd prox.
 The T.K.K. str. Kyo Maru left Calao for this port via Mexican ports, Honolulu, and Japan, on the 30th ultimo.
 The P. & A. S.S. Co. str. Strath Allan sails from Portland on the 15th inst., via Japan ports for Hongkong.
 The str. Glenlivet left London on 25th ult., and is due here on or about 15th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP...	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
LONDON, &c., via DUBLIN PORTS OF CALL...	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	F. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.R.	F. & O. S. N. Co.	About 23rd inst.
COPIENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	Jager	MELCHERS & Co.	About middle of Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BUTIGARIA	Ger. str.	—	Gierstenbrun	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISGAVIA	Ger. str.	—	Ernst	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE, BREMEN & HAMBURG, &c.	ARABIA	Ger. str.	—	Masses	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 3rd Jan.
MARSEILLES & COPENHAGEN	SCANDIA	Swed. str.	—	Bruno	OLOF WIK & Co., Ltd.	On 15th Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIE	Fr. str.	—	Brehmer	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIETHONIA	Ger. str.	—	A. E. Mosses	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISAKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	M. Hachino	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	O. Pahnke	MELCHERS & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KEISU	Ger. str.	—	J. C. Alexander	JARDINE, MATHESON & Co., Ltd.	About 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INVERCLYDE	Brit. str.	—	...	DODWELL & Co., Ltd.	About 16th inst.
NEW YORK	SIKH	Brit. str.	—	...	CANADIAN PACIFIC R. Co.	On 17th inst., at 7 A.M.
BOSTON & NEW YORK	MONTEAGLE	Brit. str.	—	...	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PANAMA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSHEN KAISHA	On 3rd Jan., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INABA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 31st Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	G. E. Elliott	DODWELL & Co., Ltd.	On 15th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	—	...	CANADIAN PACIFIC R. Co.	On 21st inst.
VANCOUVER DIRECT	HONGKONG MARU	Jap. str.	—	T. Sakino	TOTO KISEN KAISHA	On 22nd inst., at Noon.
ATLANTIC PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	Geo. Bjerk	PORTLAND & ASIATIC S.S. Co.	On 17th inst.
PORTLAND VIA MANILA & JAPAN	HERCULES	Am. str.	—	W. Davison	PACIFIC MAIL S.S. Co.	To-morrow, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHOKA	Am. str.	—	E. Finlayson	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	H. Reppner	TOTO KISEN KAISHA	On 19th inst., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHANGSHIA	Brit. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Ger. str.	—	H. Reppner	NIPPON YUSEN KAISHA	On 20th Jan., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	H. Reppner	MELCHERS & Co.	About 13th inst.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Ger. str.	—	H. Reppner	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
KOBE & YOKOHAMA	FAUSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 22nd inst., at 5 P.M.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	To-day.
JAPAN	KURANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI, KOBE & MOJI	GOREN	Ger. str.	—	G. Balte	MELCHERS & Co.	About 14th inst.
SHANGHAI, TSINGTAI, KOBE & YOKOHAMA	CHOSUN MARU	Jap. str.	—	G. Hooker	OSAKA SHOSHEN KAISHA	On 15th inst., at 3 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	KUICHOW	Brit. str.	—	V. Dohren	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	SCANDIA	Swed. str.	—	B. A. Peters	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA	SIAM	Ger. str.	—	P. Gurgewich	SANDE, WIEBE & Co.	On 19th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Am. str.	—	Lancelin	MESSAGERIES MARITIMES	On 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	PERBIA	Fr. str.	—	H. Powell	OLOF WIK & Co., Ltd.	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Swed. str.	—	H. Powell	P. & O. S. N. Co.	On 30th inst.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Brit. str.	—	H. Powell	HAMBURG-AMERICA LINE	About 30th inst.
SHANGHAI	DETAHIA	Ger. str.	—	F. J. Fox	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SLAYTONIA	Brit. str.	—	H. Hoops	JAVA-CHINA-JAPAN LINE	On 15th inst., at 5 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Dut. str.	—	...	OSAKA SHOSHEN KAISHA	On 21st inst., at 8 A.M.
SHANGHAI	TIKINI	Dut. str.	—	...	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 A.M.
TAKAO (DIRECT)	YERIMO MARU	Jap. str.	—	...	DOUGLAS LAFRAIR & Co.	To-day at 11 A.M.
ANPING VIA SWATOW & AMOY	SORHU MARU	Jap. str.	—	...	DOUGLAS LAFRAIR & Co.	On 16th inst., at 11 A.M.
TAMSAI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	...	DOUGLAS LAFRAIR & Co.	On 20th inst., at 11 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	...	DOUGLAS LAFRAIR & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	—	...	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
HAIPHONG	SINGAN	Brit. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 P.M.
MANILA	TEAN	Brit. str.	—	...	SHEWAN TOMES & Co.	On 21st inst., at Noon.
MANILA	YUENANG	Brit. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
MANILA	TAINING	Brit. str.	—	...	SHEWAN TOMES & Co.	On 28th inst., at 4 P.M.
MANILA, ILOILO & CEBU	BURI	Am. str.	—	...	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
MANILA	WINGANG	Brit. str.	—	...	MELCHERS & Co.	Middle of Dec.
MANILA, CEBU & ILOILO	ZAFIRO	Am. str.	—	...	NIPPON YUSEN KAISHA	To-day.
ILOILO & CEBU	SUNGKANG	Brit. str.	—	...	CARLOWITZ & Co.	To-day, at Noon.
KUDAT & SANDAKAN	BORSEO	Ger. str.	—	...	DAVID SASSOON & Co., Ltd.	On 15th inst., at 1 P.M.
BOMBAY VIA SINGAPORE & PENANG	TOKA MARU	Jap. str.	—	...	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Brit. str.	—	...	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	...	...	...
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—
BATAVIA, CHERIBON, SAMARANG, &c.	THILATAP	Dut. str.	—

MESSAGERIES MARITIMES.

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 VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 19th Dec., P.M.
MARSEILLES VIA PORTS	"POLYNESIE"	On 20th Dec., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
 Queen's Building.
 Hongkong, 8th December, 1910.

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"EMPRESS OF JAPAN" SAT., 17th Dec.	"ALLEN LINE" FRIDAY, 13th Jan.
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"MONTEAGLE" WED., 24th Jan.	"ALLEN LINE" FRIDAY, 10th Mar.
"EMPRESS OF INDIA" SAT., 11th Feb.	"ALLEN LINE" FRIDAY, 7th Apr.
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"EMPRESS OF CHINA" SAT., 8th April	"ALLEN LINE" FRIDAY, 5th May

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Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	16th December.
KUMERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

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 * These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

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 Hongkong, 24th October, 1910.

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"ISCHIA."
 Captain Balito, will be despatched as above TO-DAY, the 13th December, at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st December, 1910. [4]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

"BRECONSHIRE."
 Captain Tomlinson, will be despatched as above about 14th December.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 1st December, 1910. [1339]

FOR SINGAPORE, PENANG AND CALCUTTA.
 (Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

"LIGHTNING."
 Captain E. P. Smith, will be despatched for the above Ports on THURSDAY, the 15th Dec., at 1 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 10th December, 1910. [1375]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

"HALLAMSHIRE."
 FROM HONGKONG,
 ON THURSDAY, THE 15TH DECEMBER,
 FOR VANCOUVER DIRECT.

To be followed by
SUVERIC ... 17th Jan. 1911.

KUMERIC ... 9th Feb.
 Bills of Lading issued to Victoria, Vancouver and

